THE MOTORCYCLE ENTHUSIAST'S WEEKLY NEWSPAPER VOLUME V NUMBER 48 December 26, 1968

CYCLE NEWS

DESERT Moto Cross WEST 25¢

The most people who've ever appeared on a Cycle News front page are in these two pictures. At the top, the lineup awaiting the start of Nov. 30th's San Gabriel Valley M.C. Barstow to Vegas Hare 'n' Hound. See anyone you know? Photo is by Sharon Clayton, story on pages 11 and 12. And under that, the start of an International moto-cross event at Carlsbad, California last weekend. This week at least 1,100 people got their picture on the front page of Cycle News!

Photo by John Shedd

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY FRIDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

EVERY SATURDAY NIGHT

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

EVERY SUNDAY

MOTORCYCLE DRAG RACING at Lions Drag Strip, 223rd and Alameda in Wilmington, Cal. Children under 12 free. Info: (213) 424-0961.

SHORT TRACK & TT at Orange County Speedway. Sportsman only Starts 2 p.m. 125 & 250cc classes.

FIRST SUNDAY OF EVERY MONTH

MOTORCYCLE RACES at Deadman's Point in Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Prac. 8 a.m., race 11 a.m. Info: (714) 247-7473 evens.

3rd SUNDAY OF EVERY MONTH

MOTO-CROSS races at Deadman's Point. Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Pac. 8 a.m., race 11 a.m. Info: (714) 247-7473 evenings.

SATURDAY, DECEMBER 7th

SCMA Christmas Party & installation of officers. 8 p.m., Hawaiian Gardens, Lions Hall. $5 couple, $2.50 single, no minors.

INDOOR SHORT TRACK RACES by Bob Barkhimer Assoc., Inc. AMA sanc. County Fair Expo Building, 344 Tully Road, San Jose. Pit gate 6 p.m., trials or warm-ups 7 p.m., races start 8:30 p.m.

SAT. & SUN., DEC. 7 & 8th

INTER-AMERICAN MOTO-CROSS SERIES at Saddleback Park, Irvine, Cal. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289. SEE AD THIS ISSUE

SUNDAY, DECEMBER 8th, 1968

3rd ANNUAL SNOW RUN HARD SCRAMBLES by the Nevada Trailblazers M/C at Reno, Nevada. Follow the lime from Hwys 40 & 395. Sign-up at 8 a.m., start 10 a.m. Info: 322-6323 Reno, or write Box 6075 Reno, Nev. 89503.

EUROPEAN SCRAMBLES – Dist. 37 Point run. Limed from Palmdale Road and 395, 5 miles east of Palmdale, Cal. Two courses: trail bikes 10 a.m., ltwts. 11:30 a.m., hvywts. 1 p.m.

TT SCRAMBLES by Hi Boots M.C. at Dehesa track near San Diego. AMA points. Call (714) 477-8024 or 449-0784.

SCRAMBLES by Blue Barons M.C. at clubgrounds in Tacoma, Wash., AMA sanc. Info from club, 1606 S. Madison, Tacoma, Wash. 98405 or (206) SK2-7524

SOUTHERN NEVADA TT CHAMPIONSHIP by Vegas Valley M.C., Las Vegas, Nev. For info contact Tom's Cycle Center, 1030 S. Main, Las Vegas, Nev. (702) 382-6600.

TUESDAY, DECEMBER 10th

MOTORCYCLE MOVIES by Barnacle Bill at 1846 Huntington Dr., Duarte (near Highland). Free, 8:30 p.m. Info: 357-3860

THURSDAY, DECEMBER 12th

SOCK IT TO ME. Race for space. (213) 423-0431. Tom (9-5 daily) SEE AD THIS ISSUE.

FRIDAY, DEC. 13, 27, FEB. 7, 14th

INDOOR MOTORCYCLE SHORT TRACK by Bob Barkhimer Assoc. Inc. at the Cow Palace, San Francisco, Cal. Pit gate 6 p.m., trials or warm-ups, 7 p.m., races start 8:30 p.m.

SUNDAY, DECEMBER 15th

MOTO-CROSS, by Placerville M.C. – Limed on Hwy #50 4 mi. west of Placerville, Cal. AMA sanc. Mail entry til Dec. 1, $2.50, P.O. Box 311, Placerville, Calif. 95667. Post $3.50, for info call 622-0549.

CALIFORNIA STATE CHAMPIONSHIP MOTO-CROSS at Carlsbad. Mail entry $5, post $10. Entries close Dec. 10. P.O. Box 124 Reseda, Cal. 91335. Info: (213) 886-3116. SEE AD THIS ISSUE

ACA FINAL NATIONAL PTS. ROAD RACE at Riverside National Raceway. All classes G.P. Production & Sidehacks. Prac. 9 a.m., race 11:30 a.m. Pit gates open 8 a.m., close 10 a.m.

SEE AD THIS ISSUE

MOTO-CROSS at Deadman's Point, Apple Valley, Cal. by the Desert Challengers. Free entry to riders, big trophies. Prac. 8:30 a.m., first race 11 a.m.

DISTRICT 37 CHAMPIONSHIP TT SCRAMBLES by the Lightweights M.C. at Perris, Cal. Ltwts. 8 a.m., big bores at noon.

SCRAMBLES by the Slo-Pokes M.C. at Santa Maria Speedway, Santa Maria, Calif. AMA sanc. Prac. 10 a.m., races noon. Limed from Hwy 101 Bakersfield exit (Hwy. 166 East). Info: Box 2177, Orcutt, Cal. or (805) WE 7-5836.

BENEFIT MOTO-CROSS by the Groundshakers M.C. for Tom Scales. Water crossings. Limed from Boulder Hwy & Nellis Blvd., Las Vegas, Nevada. 11 a.m. Info: (702) 642-2621.

BENEFIT POKER RUN for Otto Bade by the Tandem's M.C. Start 8 to 10 a.m., deadline at close 1:30 p.m. Starts Inglewood Harley-Davidson, 901 N. La Brea (near Centinela) in Inglewood, Cal. K-10 Suzuki to be raffled off. Tickets to starters and finishers. Drill team show. Info: 664-1811.

TT SCRAMBLES by the Moto Club Latino in Mexicali, Mexico. Five classes, first race noon. At Mexicali take the road west toward Tijuana about five miles.

ENGLISH TRIALS at Miramar, Cal. Sign-up 8:30 a.m., trials 9:30 a.m. Overnight campout O.K. Limed from Interstate 5 and Genessee Av. turnoff at Miramar/La Jolla.

SUNDAY, DECEMBER 22nd

TT SCRAMBLES by the Coachella Valley M.C. at Perris, Cal. AMA sanc. Dist. 37 point run. Prac. lightweight 8 a.m., heavyweights 12:30 p.m. Races: lightweights 9 a.m., heavyweights 1 p.m.

HARE SCRAMBLES by the Desert Challengers, limed from Lucerne, Cal. Start 10 a.m.

ROAD RACE at Carlsbad raceway. All licenses O.K. All classes. Info: Box 124, Reseda, Cal. 91335 or call (213) 886-3116. SEE AD THIS ISSUE

DEC. 21, 1968 to JAN. 6, 1969

VACATION FOR CYCLE NEWS. There will be no paper published during the first and last weeks of the year. Happy holidays!

WEDNESDAY, JANUARY 1st

27-MILE PONDEROSA HARE SCRAMBLES by Greyhound M/C at Ponderosa Ranch, 15 miles east of Lancaster on Ave. J. Trophies to 50% of entries. Info: (213) 367-2907.

SUNDAY, JANUARY 5th

SAW MILL ENDURO by North Bay M.C. at Santa Rosa, Cal., AMA sanc. For info write North Bay M.C., 415 Davis Street, Santa Rosa, Cal.

SAT. & SUN., JAN. 11 & 12th

HANGTOWN MOTO-CROSS by the Dirt Diggers North M.C. in Placerville, Cal., 45 minutes east of Sacramento. Ltwts. Jan. 11, hvwts. Jan. 12. Starts 10 a.m. sharp. Junior & senior, 125cc, 250cc & Open. Any competition cards accepted. Info: P.O. Box 338, Orangevale, Cal. 95662, or call (916) 988-4725.

SEE AD THIS ISSUE

SUNDAY, JANUARY 12th

HARE SCRAMBLES by the Bushmasters, Cal., take Interstate 10 to Yucca Valley turnoff. Go two miles north, turn left on Dillon Rd., follow lime. 10 a.m. Dist. 37 point run. Info: (714) 849-2483.

SUNDAY, JANUARY 19th

WINTER ENDURO by the Sonora Pass M.C., starting from Confidence, Cal. AMA sanc. First rider out at 9:01 a.m. Info: Box 259, Sonora, Cal. 95370.

Litch Benefit

The District 37 Championship TT Scrambles at Perris, Cal. on December 15 will be a Clyde Litch benefit. Championship prices will be charged and 25% of the gate turned over to Clyde's wife and family.

Also, a booth will be set up for the sale of raffle tickets on a TV set. All proceeds of the raffle go to the benefit fund.

Raffle Tix at Cycle News

Cycle News has a limited number of raffle tickets on sale for the benefit of professional racer Clyde Litch. Clyde was injured recently in an Ascot race and is recovering slowly, but the doctor bills are mounting up and the insurance has run out.

A 21" color TV will be awarded to the winner of the raffle drawing and tickets may be obtained by coming in or sending $1 per ticket to Cycle News, 6477 N. Long Beach Blvd., Long Beach, Calif. 90805.

CARLSBAD MOTO-CROSS CALENDAR '69

Here is the schedule of moto-cross events by the Californian Moto-sport club at Carlsbad International Raceway for 1969:

January 12, March 23, April 13, May 11, June 15, July 20, August 24, September 21, October 19, November 23, December 21.

February 23 will be a grand prix race, no moto-cross on that day.

Track sources said all licenses will be accepted: AMA, AFM, ACA or PARA. Riders are covered by $3,000 medical insurance. Ambulances and attendants at all events.

DEC. 12

See page 17

THIS CHRISTMAS GIVE CYCLE NEWS
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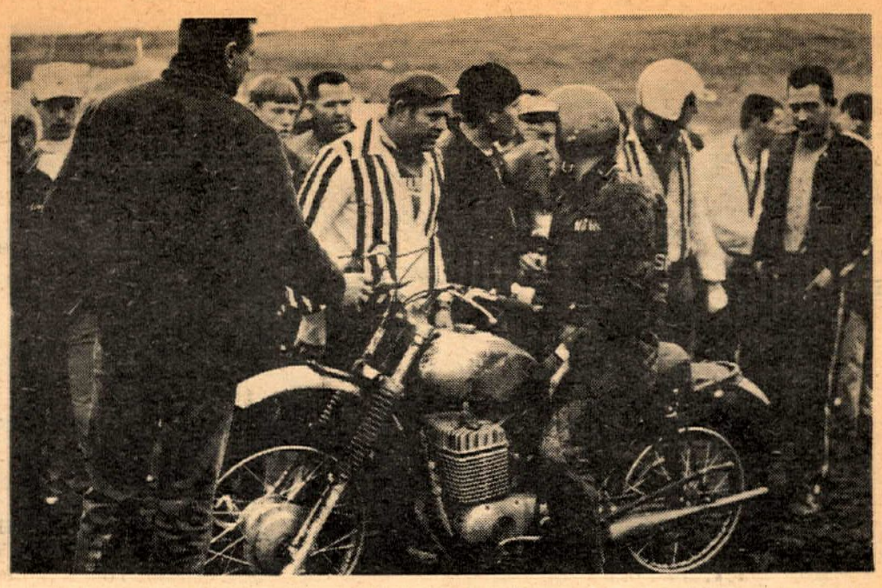
Over 100 riders start their first lap in the 125 and under class.



Overall and 500 class winner Norm Kopp at end of 63-mile event.

Kopp Takes Zillah Run

Story and Photos by Martin Foster

ZILLAH, Wash., Nov. 24 – Overcast skies and light showers didn't wash out the spirits of the 414 competitors who turned out for the second running of the Family Fun Wheels annual cross-country Hare & Hound. A combined start for the Open, 500, 250, and 200 classes fielded 312 riders. By class there were 22 in the Open, 86 in the 500, 176 in the 250 and 28 in the 200.

At the explosion of a Very-Pistol flare the riders ran a Le Mans start to their silent machines. The seven-check, 21-mile course roamed over sagebrush hills, steep gullies and hardpacked dirt roads.

Scarce minutes after the larger bikes began their three-lap race the 125 and under machines burst into life for a two lap circuit of the same course.

Norm Kopp on Maico took first overall and the 500 class. Second overall on a 250cc Yamaha was Martin Kling.

(Results on page 16)

At check seven, 125 class winner Harry Taylor and his Hodaka are directed to finish.

Organizer Don Pomeroy gives instruction to 414 at riders meeting.

HANGTOWN
MOTO-CROSS
Placerville, Cal.
JAN. 11 & 12, 1968
By: Dirt Diggers No. M.C.

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VOICES OF THE WEST

KANSAS INTER-AM

Today was one of the days I look forward to. I can rush home to read my latest issue of Cycle News and find out the news about current happenings in the world of motorcycling.

Today's issue held special interest. I race here in the midwest, I have had a few successes, but am by no means a potential Gary Nixon. Winning first place in the 125cc class at the International Moto-Cross held some meaning for me. The added bonus was that I would be mentioned in Cycle News. Imagine my disappointment when you followed the Internationals across the United States and skipped Wichita completely.

Aside from my personal interest, the show down there was fantastic. The rain all day Saturday made the course very muddy and challenging. All the riders were putting forth their best and the result was an enjoyable afternoon of racing.

I sure want to express my disappointment, which I am sure is shared by others.

GARY HILGENBERG
Ames, Iowa

Results are in this issue — Ed.

THANKS TO ALL

I want to deeply thank Rescue Three for transporting my husband to the hospital when he had his near-fatal accident at the Rams run November 17.

I also want to thank everyone who has been in contact with the Jack Rabbit's and me offering to help.

I will never be able to say how much it has meant to me and our family to know there are so many people concerned. I know, if my husband pulls through, it will mean a great deal to him also.

Because of his serious head injury the doctors aren't able to promise recovery. But with God's help and all you who are pulling for him I feel he has to make it.

MRS. BARBARA SCARBERRY
Whittier, Calif.

THE LEDGE

I am writing about my brother Charles who was injured in the 200 novice class November 24 at the point run in Perris. In order to avoid a fallen rider he hit the bike and went over the cliff at the edge of the sweeper.

Had the track been safer he would have walked away. Now he faces six weeks in the hospital and will be unable to walk for six months. My point is: why should a fast track like Perris have a vertical dropoff of over 10 feet on the edge of one of its fastest corners?

Incidentally, the ledge makes a swell take off ramp.

If anyone wants to send Charles a card or see him he is at the Orange County Medical Center, 101 Manchester Ave., Orange, Calif. 92668.

JACK LAMOUREUX
Seal Beach, Cal.

APPALLED BY LITTER

I have been interested in motorcycles for over fifteen years and have been participating in desert events for ten years.

During this period of time I have been barraged with propaganda about "what neat people" we are. However, no matter how "neat" we are, we will be considered as "slobs" as long as we persist in disregarding the fact that the non-motorcycling public does not know how nice we really are.

The public only hears the noise we make, sees the litter we leave on the desert and the general lack of respect we have for the privacy of others.

Last Sunday, November 17, I took a member of the Sierra Club with me to the Rams Hare and Hound. Although he thought the race was interesting he was appalled at the amount of litter that was left by the participants.

One's first reaction to this is: "To hell with the Sierra Club." But remember, the Sierra Club does not irritate the general public. They do leave a clean campsite and they are a strong political force in this country. (There are even a few of them who ride motorcycles.)

If we are to continue to have unrestrained use of the desert we must present a good image. One only has to look at the image hunters have created for themselves and the land that is posted "no hunting" to realize that it won't be long before land will also be posted "no motorcycles."

Ten years ago there weren't enough of us to really be noticed. Today, with the multitude of motorcycles using the desert every weekend we are very obvious and all too often obnoxious.

W. FRED JONES
Torrance, Cal.

BOYCOTT

After reading the editorial on Trade Assn. & Hard Times I would like to make two suggestions:

1. That the association change the word motorscooter to motorcycle as this could possibly be holding back some of the cycle firms,

2. That owners and future buyers of cycles of the brands not participating in the association write to these distributors and request that they join, or they will boycott their products.

I personally feel the MS&ATA is a good and much-needed organization. They could be the lobbying body against legislation harmful to the sport, if they were financially strong enough.

We need MC&ATA. Honda owners (and others) take a minute and write your distributor today.

ROBERT E. MILLER
San Luis Obispo

MEASUREMENT ONLY

I request that a clarification be made and a retraction printed after the write-up of the Perris scrambles protest of Jack Dannenberg. The protest was that the bike was thought to be de-stroked. Period.

My measurements proved the bike to be legal. Five-porting and a reed valve were not mentioned in this protest.

Thank you.

DICK KOUNS,
A.M.A. District 37
Lightweight Scrambles Steward

AMA Punishes Mann, Penton

By Chuck Clayton

The American Motorcycle Association closed out this season by throwing a number of figurative punches at some of its most ardent supporters:

A slap on the wrist went to national #2 professional racer Dick Mann. He was suspended until the end of the season. Mann was selected for punishment from among countless AMA racers who annually and routinely ignore the first commandment of the AMA professional rulebook (Chapter IX Section B. g.) "...Knowingly entering or taking part in competition not sanctioned by the AMA... unless penalties are otherwise specifically provided for, the Chairman of the Competition Congress may suspend any rider for a period up to indefinite suspension for violation of rules....And fine said rider up to $50."

No Chance To Defend

A kick in the posterior was administered to manufacturer, importer and national enduro champion John Penton by the AMA Executive Director Bill Berry. Berry informed Penton he was being held personally responsible for the Amherst Meadlowlarks M.C. allegedly holding unsanctioned events. Penton, as an officer of record in the Ohio sportsmen club, was suspended from all AMA activities for six months.

Neither Mann nor Penton were given any opportunity to defend themselves against the charges. Ironically, they both served on the 3-man team which drew up the new professional moto-cross rules for the AMA which were published in this paper several weeks ago.

Mann is taking the blow in stride. He will only miss a few indoor races that he wasn't planning to ride anyway. But Penton is going to fight back. If the penalty sticks, Penton would miss several local Ohio enduros of which he is the defending champion.

I have heard both Penton's and Berry's sides of the story and I think it is clear that the AMA Executive Board should step in now and listen to both sides. Then they should vote whether to uphold or amend Berry's unilateral decision.

Hurts Only The Loyal

For the sake of motorcycling and the AMA, I hope that a hearing can be arranged quickly. Both Mann's and Penton's enormous contributions to the progress and well being of the AMA should be considered as well as the alleged infractions.

The AMA's power to punish only works on its loyal supporters, and not even all of them. If Mann and Penton had been residents of California they would have been protected by the state's Cartwright Act from any punishment arising as a result of doing business with another sanctioning association. Other states have similar laws to protect citizens from those who would exercise power without compassion. If it comes to a court battle over the Penton suspension, the AMA would not be serving the sport to fight members with members' money. We can only hope that the Executive Board, in its wisdom, will review Berry's decision and revoke Penton's penalty until the accused has a chance to be heard.

Throw Out Rule, Not Members

This newspaper believes that the rule should be thrown out, rather than the members. But that is a matter for the Competition Congress to take up in its next annual meeting.

Setting The Record Straight Dept.

In Volume V #44 of this newspaper I was in error regarding certain facts of the AMA Competition Congress meeting. AMA Exec Bill Berry was not solely responsible for the proposed new set of professional moto-cross rules.

The moto-cross rules were prepared by the AMA staff so that the subject could be discussed at the Congress. When it was apparent that no delegates were going to advance any proposed rules, AMA president Bill Bagnall asked that the staff-prepared rules be placed on the agenda.

Similarly, the entire sportsman rulebook revision was prepared by the staff and legal counsel as a basis of discussion. This was by the direction of the 1966 and 1967 Competition Committee. The only debate possible before adoption of the sportsman rule revisions was whether the staff had changed the intent of the rules. The sportsman proposal was adopted almost as written and then changes were made from the floor by majority vote.

We are assured that the only reason the chairman insisted on adoption of the staff-written rules was to satisfy parliamentary requirements and make it possible for amendments to be voted by the majority, rather than a 2/3 plurality.

Our thanks to Bill Berry for bringing these facts to our attention.

COOLEY'S COLUMN

By Wes Cooley

The views expressed in this column are those of the columnist and are not necessarily the opinions of this newspaper.

Equal space will be provided to those who wish to take issue with any or all of the statements in Cooley's column. —The Publishers.

This week at Saddleback Park will be the last opportunity this year to see the Europeans participate in the international moto-cross series. If any of you haven't had the opportunity before, you should try to make it out to observe the Europeans' style of riding, and also see the tremendous improvement the United States riders have made over the last couple of years.

I truly believe the introduction of the European riders in the United States in moto-cross has given the American riders a goal to achieve. I think the same will be true in speedway in the next year or two. Some of our speedway riders next year will have the opportunity to go to Europe to participate. This should give the speedway riders something to shoot for.

It is not that our riders are not good; it's just that we have been competing for many years against ourselves and haven't really had the opportunity to participate in world competition, to stimulate them into putting forth the extra effort to obtain the fine edge the Europeans possess.

With some of the proposed new international rule changes, it looks as though there is a good possibility that some of our better riders will be competitive with that of the rest of the world which should increase the popularity of road racing in this country.

Bryan Wade

I have had many people ask me for details concerning the Bryan Wade situation and MICUS. To try to clarify some of the mystery concerning Mr. Wade and the recent events: Mr. Wade had entered the international moto-cross event in Dallas, Texas which was being held on the same weekend as the Hopetown event. He had been accepted and guaranteed $250 start money. He did not appear at the international event but instead rode Hopetown which was not an international sanctioned event.

Under international rules, this is a violation; to enter an event and be accepted and then participate in another event on that same date. This is a violation of not only the FIM rules but also of every other association including the AMA. It had nothing to do with his participation at Hopetown; it would have been the same thing if he participated at any other event on that same date.

The Rickman brothers are international riders and they participated in Hopetown, but since they had not entered any of the international events, no problem arose. Now, Mr. Nicholson has stated he told the promoter that Mr. Wade was not going to participate in Dallas, Texas. MICUS informed Mr. Nicholson that the Hopetown event was not an internationally sanctioned event and Bryan Wade would not be eligible to ride in that event since he was already entered in an international event on that date.

Also, as some of you know, Mr. Wade was supposedly riding exhibition in that event along with the Rickman Bros. and was not scored, but isn't it peculiar that all the ads indicate Mr. Wade "won" the event in which he participated; that is the "250cc Exhibition". I wonder what event that was. If it was only an exhibition, what were all the other riders doing participating in this event?

I hope the above answers some of the questions concerning the Wade incident.

GRAND SLAM !

Husqvarna

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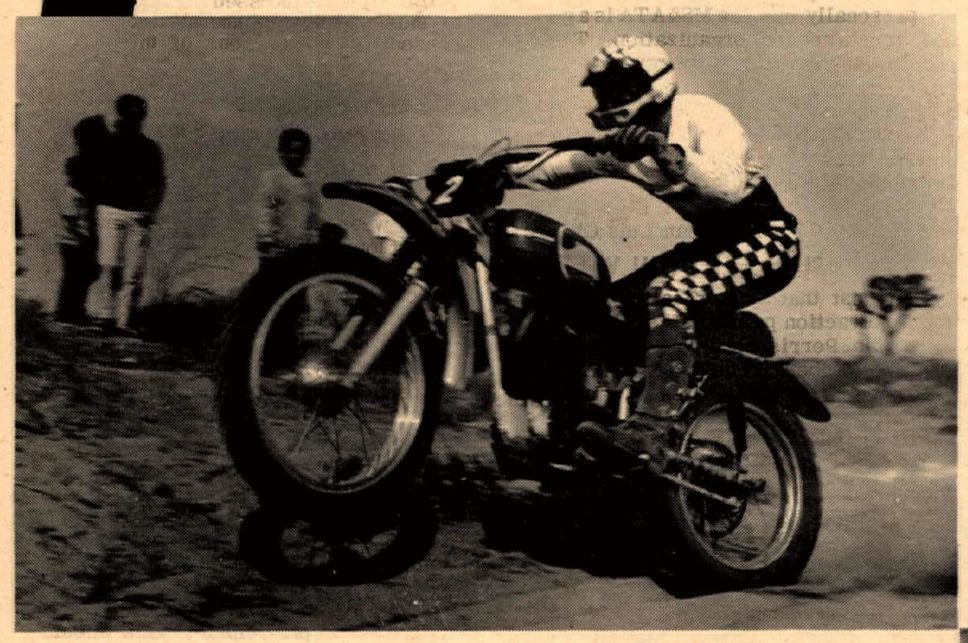

1st Barstow to Vegas Hare 'n' Hound
1st Over all by 7½ minutes
J.N. ROBERTS
on a 250cc HUSKY

San Diego International Moto-Cross

1st place
250cc International Moto-X
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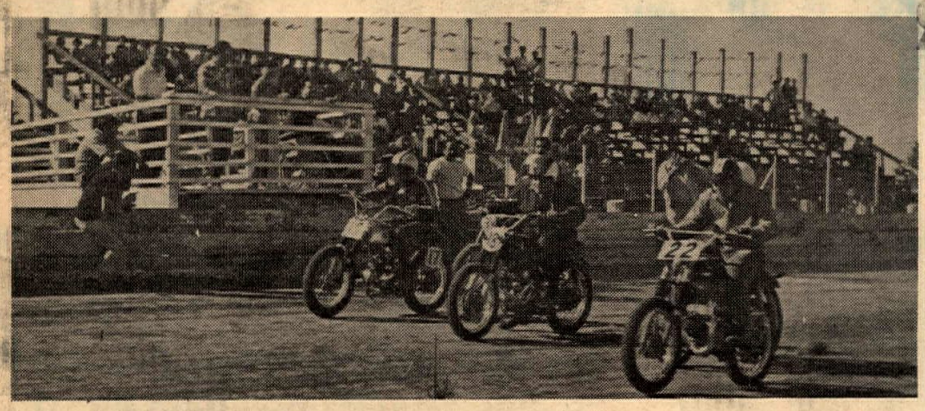

ABOVE LEFT: Leonardo Medina on Kawasaki, #12, Buzz Frank on Hodaka, #5x and Jose Luis Sanchez on Yamaha, #22, line up with the other 100cc class starters. Medina won. LEFT: Sanchez, 22, and Hon Kruiger, 17, move off the line in the 200cc event. ABOVE: Sanchez taking second in the 200cc bash.

Never Raced Before, Smith takes Mexicali on Street Bike

Guerrero Wins With Leg In Cast

Story and Photos by Nora & Richard Ray

MEXICALI, Mexico, Nov. 24 — A new season of motorcycle racing here is underway. Over 300 spectators were on hand to witness the opening of a new track developed especially for T.T. events. American participation was down somewhat, perhaps due to the forecast of rain, but those present found the track to be similar to Ascot in layout and well kept up.

Before the competition began, Benny Sanchez, coordinator of the races announced that there would be four motos for each class instead of three, to fill out the program. Then the 50cc class came to the line.

Emilio Guerrero, riding a Honda, drew an ovation when he rode up to the start with his leg in a cast, but ready to race. He and his closest competitor, Ricardo Snchez on a Yamaha, put on a good show in the first two motos. Guerrero took both of them. In the third, however, he went down hard and had to quit.

This misfortune gave Sanchez nearly free reign in winning the last two motos and garnering first place in that class. Even though Guerrero did not finish in the last two motos, he had enough points to take second. A persistent Raul Miranda on a Moto Islo was third.

Takes Eight

Both the 100cc and 200cc classes were won by Leonardo Medina, riding for a local Kawasaki dealer. Medina had to fight hard in the 100cc class. Although he won all four motos, Jose Luis Sanchez and Buzz Frank made him work for the victories. Medina also won all four of the 200cc events, but he was never really challenged.

The contest for second place was exciting, however, with Jose Luis Sanchez, on the same Yamaha he had ridden in the smaller class, switching places with Hon Kinger on a Suzuki 120 in almost every lap. Sanchez won out, eventually, and Kinger had to settle for third.

The big upset of the day occurred in the Open Class. Dennis Smith rode to the races on his Yamaha DT1 just to watch. Once there, the bug bit him and he just had to try his luck.

As we understand it, this was his first attempt at racing, but from the results you wouldn't know it. Smith won three out of the four motos, with only a spill in the third race keeping him from cleaning house. Medina (Kawasaki) and Bob Kazalis on a Honda tried their best to stop Smith, but couldn't.

The racing program was followed by a trophy presentation and Bar-B-Q. A mariachi band was there to entertain the racers and their families. Moto Club Latino hopes that more Americans will come to the next race on December 15.

(Results on page 16)

PENTON SIX-DAY WINS

CARLSBAD INTERNATIONAL MOTO-CROSS
NOV. 30, 1968

125 Jr. Class
1st BILL URBAN
PENTON

125 International Class
1st Joel Robert
2nd LARS LARSSON
PENTON (1st American)
3rd Roger DeCoster

Penton

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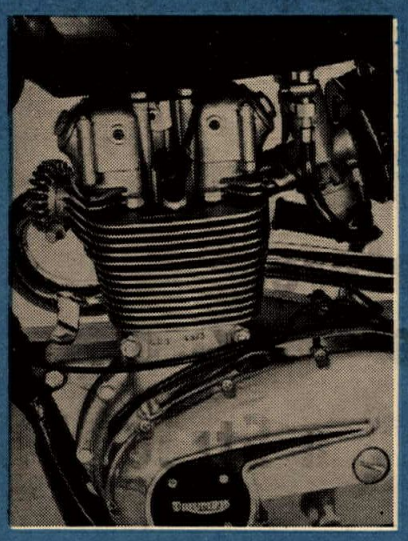

250 c.c. (15 cu. in.)
OHV, 4-cycle.
Single cylinder.
Speedometer: 100 m.p.h.
Color: New Hi-Fi Scarlet.

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Nov. 29, 1968
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Triumph
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Records in
every event
machine tuned
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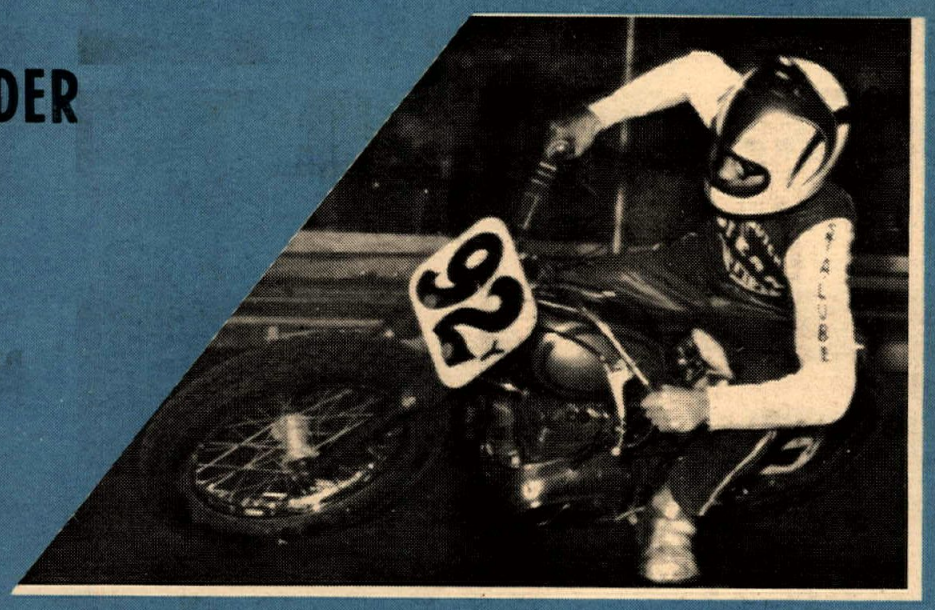
Lem Corder



GRAND NATIONAL CHAMPION

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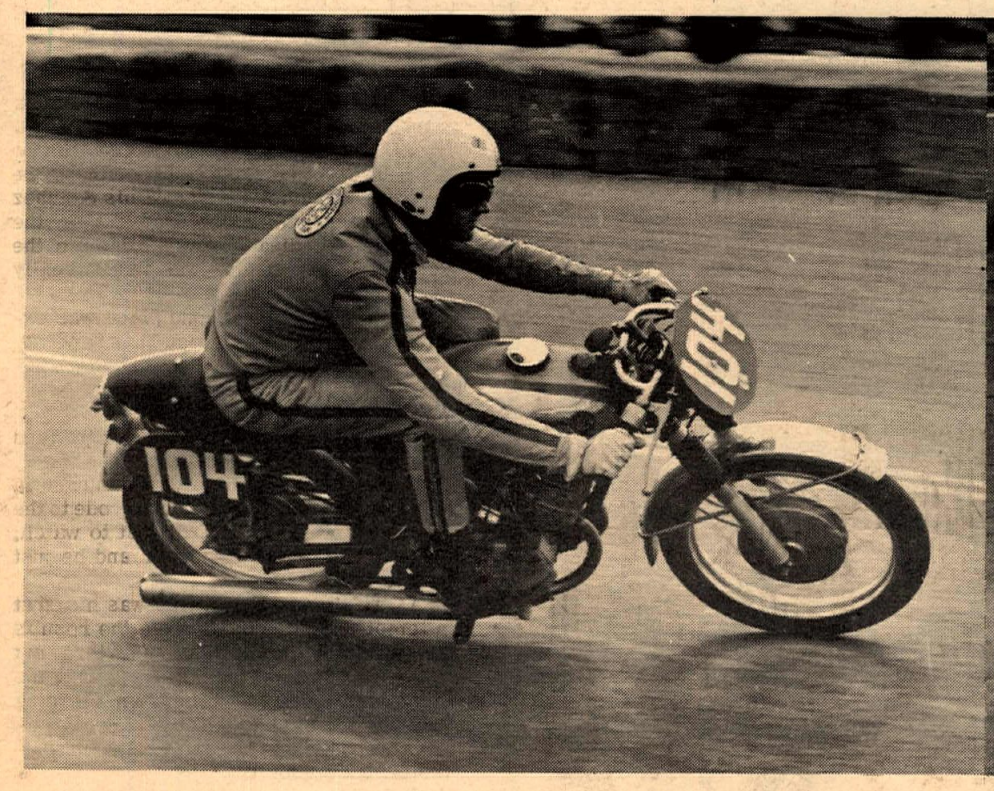
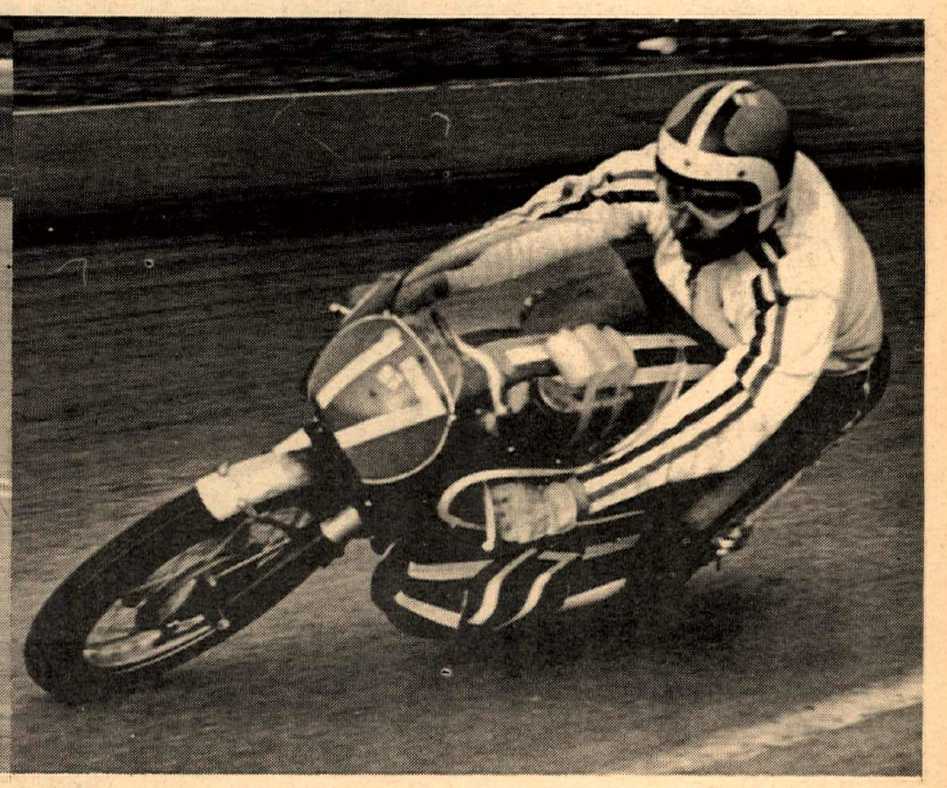
BRIDGESTONE WINS

ORANGE COUNTY INTERNATIONAL RACEWAY - NOV. 24, 1968

Lightweight Production
1st OVERALL
Jack Harney - Bridgestone

125 - 175 Grand Prix
1st OVERALL
Ken Greene Jr. - Bridgestone





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Foreign Entry Swamped at Orange County

By Tom Finlay
Photos by Dennis Greene

Ron Pierce leads Joe Hamilton, Mike Lane, Dave Allee and Tom Rockwood, all Californians on Yamaha 246's, in the 250cc International. Lane won it.

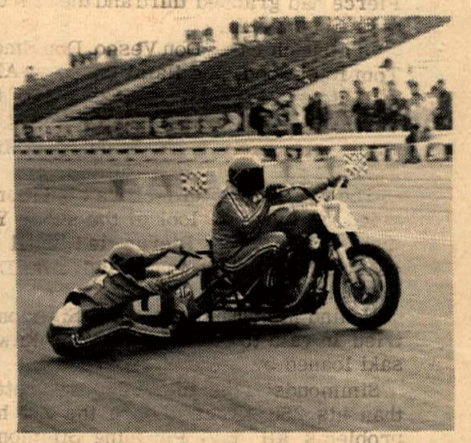
ORANGE COUNTY, Cal., Nov. 24 – Just three years ago the Dirt Diggers decided to add some international flavor to their annual Hopetown bash by inviting the world 250cc moto-cross champion to have a go at the local scrambles "shoes". Now the "Inter-Am" moto-cross series is drawing spectators in droves to see the European champions do battle with our best talent.

Well, it looked like something like this would work in road racing, so the California International Grand Prix was born. This event was perhaps the best road race the west coast has seen since '61 when S.M.B. Hailwood came to this country. This wasn't only because of the out-of-state talent but also because of the great race run by the locals who more than held their own.

Perhaps road racing is the only form of international motorcycle competition where American talent is on a par with the best from Europe.

Take, for example, Dave Simmonds of Middlesex, England. Simmonds recently won a British National Road Race in the 350 class at the tough Brand Hatch circuit. Over here – although granted, he was riding other than his regular Kawasaki – his best was a second in the 350, behind Mike Duff, after Ron Pierce broke down while leading.

The three International classes–250cc, 350cc and up to 1000cc – were run separately from the regular AFM classes. Most of the $1750 purse went to these three classes, with a small payoff going to the 125-175 solo and 0-1300cc Sidecar events.



The only upright side-car team running, Dave Roesch and Mike Goodnite, finished second.

To start the action, three-lap heats were run for position in each international class.

In the 250 class two runs were needed due to the numbers. Tim Coopey of Vancouver, B.C. won the first on a Yamaha. Mike Lane grabbed the second, as well as the 250cc three-lap record (4 min. 37.7 sec.). Ron Pierce won the 350 heat for Yamaha. The 1000cc three-lapper was taken by Simmons on a 745cc Norton.

First main event was the combined 50 and 100cc GP and lightweight production eight-lapper (25.6 miles). Slipping home first was Jack Harney, winning the 200cc class on a Bridgestone (177cc). First 175 production went to Kawasaki-mounted Ray DeLong, first 100 to Yamaha-rider Pat Evans.

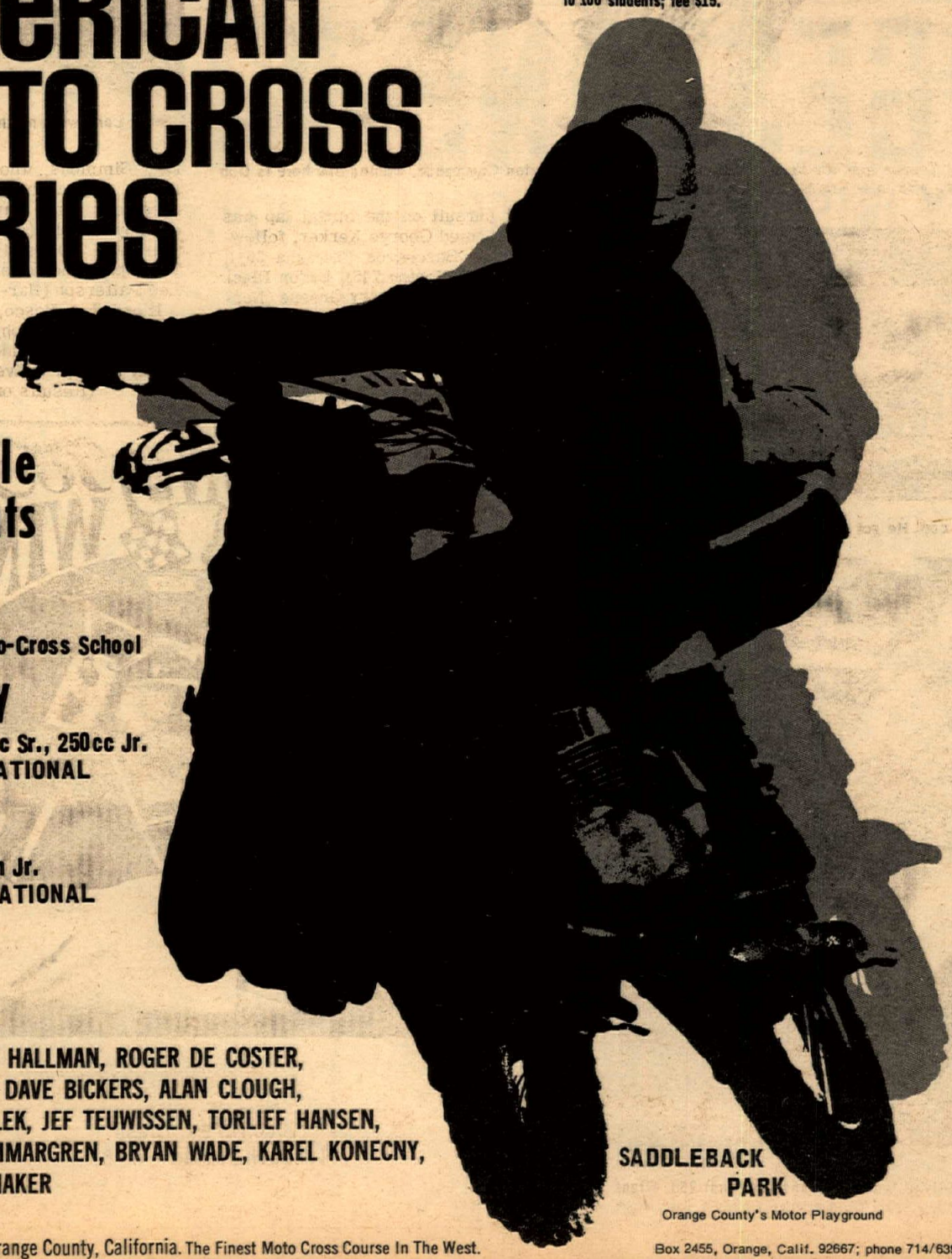
In GP, the 100 was grabbed by Rudy Galindo. The 50 honors were shared by Pete Giordanengo (Honda Class I) and Don Wicks (Ital-Jet Class II).

INTER-AM INTERNATIONAL AMERICAN MOTO CROSS SERIES

EUROPE'S LEADING MOTO CROSS RIDERS AND WORLD CHAMPIONS CHALLENGING AMERICA'S BEST AT SADDLEBACK PARK DECEMBER 8TH, 1968.
SPONSORED BY CYCLE WORLD

JOEL ROBERT MOTO-CROSS SCHOOL

Joel Robert will conduct his famed moto-cross school on Friday, Dec. 6, assisted by Roger DeCoster. Class limited to 100 students; fee $15.



Schedule of Events

Friday
Joel Robert Moto-Cross School

Saturday
125cc Jr., 125cc Sr., 250cc Jr.
250cc INTERNATIONAL

Sunday
500cc Jr., Open Jr.
500cc INTERNATIONAL

SEE: TORSTEN HALLMAN, ROGER DE COSTER, JOEL ROBERT, DAVE BICKERS, ALAN CLOUGH, VLASTIMIL VALEK, JEF TEUWISSEN, TORLIEF HANSEN, CHRISTER HAMMARGREN, BRYAN WADE, KAREL KONECNY, PIERRE KARSMAKER

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Orange County's Motor Playground. Take Chapman Avenue East Off Newport Freeway To Santiago Canyon Road, Turn Right To Entrance, Approximately 1½ Miles.

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The wild sidecars, as spectacular on the hard stuff as on dirt, went directly to a ten lap (19.5 mile) main. Emerging with the long green was the smooth team of Dean Hummer and Keith Gulbransen. They came out of Grandstand corner in a three-wheel drift every lap.

A steady ride to second was chalked up by Ascot winner Dave Roesch. His dirt outfit was held down on the corners by Mike Goodnite.

Next main up was Heavy Production. It was won overall – not by pre-race favorite George Kerker – but by new Norton Commando rider Jerry Greene, a graduate of the 350 class. Kerker was seen in the pits after the race with a flat front tire, pouting.

Other class winners included Jim Chen, grabbing 350 honors on his Honda. The final non-international class was the 125-175 and Jr. 250. First overall was up-and-coming Ken Greene, Jr. He was mounted on a Power Research Special (A Tohat-Stone).

Scott Falls

The flag dropped to start the 250 International. Around came Pat Hynan leading the first lap parade, as though the world depended on his making up for his poor start in the heat. Hynan led on his Yamaha for two laps of the 29.25 mile event, until favorite Mike Lane slipped his Yamaha into the lead on the third.

On the fifth lap a driving Dave Scott pressed into second and tried to catch Lane. He slowly gained until, within striking distance, he fell trying to take Lane on the outside of Sandy Hook.

Meanwhile, Hynan was dicing with a seven-man pack for fourth place. Ron Pierce had grabbed third and then second after Scott's fall.

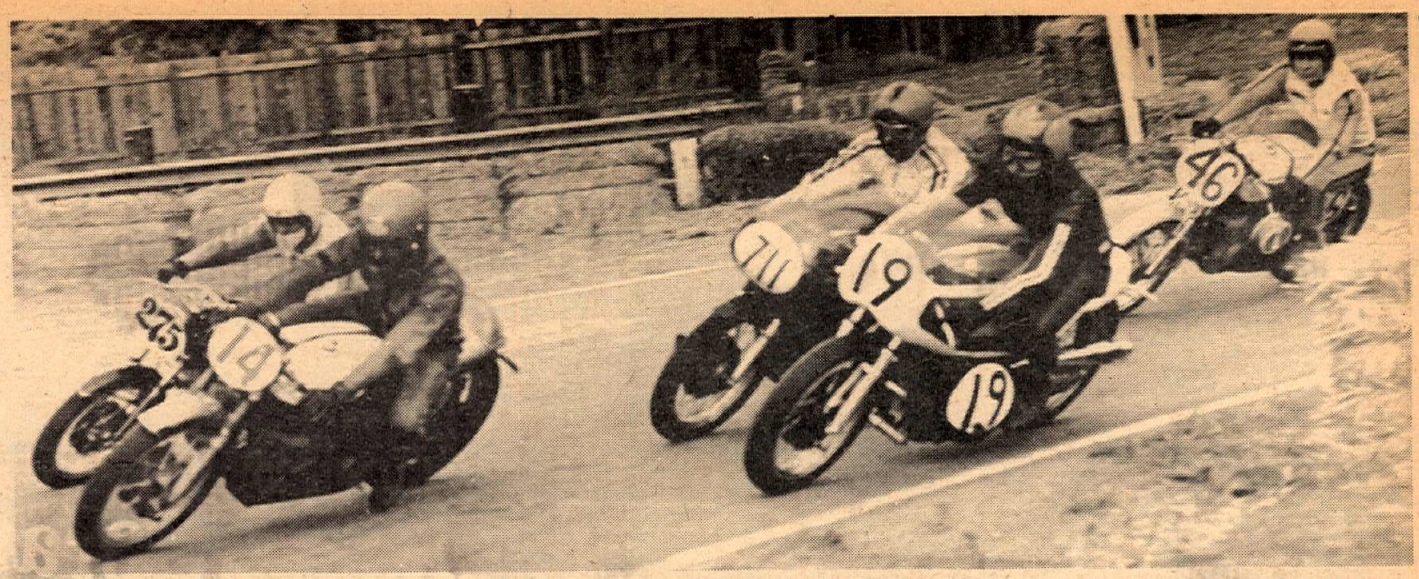
In a bunch came Don Vesco, Don Emde, Tom Rockwood, Joe Hamilton, Dave Alee and Steve McLaughlin. Master of the situation was Tom Rockwood. Moving up, but in vain after a bad start, was Mike Duff. He ran the fastest 250 lap.

The 350 was an anti-climax but it provided fans with a look at the super Yamaha 350's. Ron Pierce led until he coasted dead on the fourth lap. Mike Duff (Yamaha) won.

Behind him, England's Dave Simmonds tried in vain to catch up on a 350 Kawasaki loaned by Power Research.

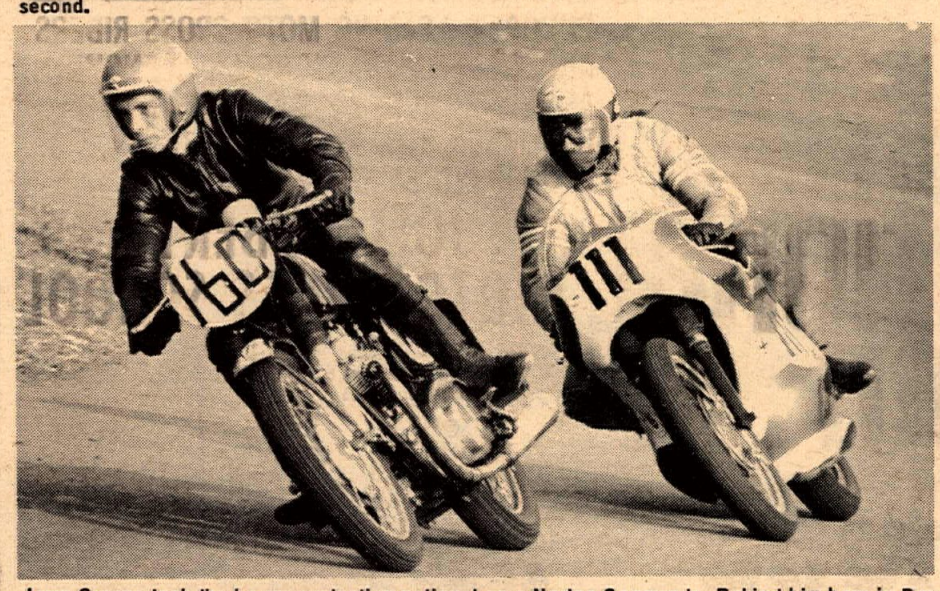
Simmonds' ride in the 350 was better than his 250 effort, though the 250 had problems all day. Pursuing Simmonds came Canada's Tim Coopey, Yamaha-mounted, who nabbed third place with a steady ride.

The "big" one, a 15-lapper (29-3/4 mile) for 351-1000cc machines was the last event of the day. There were no foreign riders in it. Track favorite Don Vesco (BSA) was looking for the big win, and blasted into the lead on the first trip around.



Californians all – Tony Murphy on Norton takes the inside of Dave Allee on Honda, followed by Mike Duff on BSA inside of Reg Pridmore on Norton, with Dan Harms in back on the far outside on H-D. This event, the 351 to 1000cc International was taken by Don Vesco on BSA.

Reg Pridmore got up and continued after this hard fall. Later he discovered his brake assembly was broken so he retired. AT RIGHT: Jack Simmons goes around Pridmore's bike. He finished second.



Jerry Greene took the heavy production national on a Norton Commando. Behind him here is Don Vesco who later won the 1000cc International.

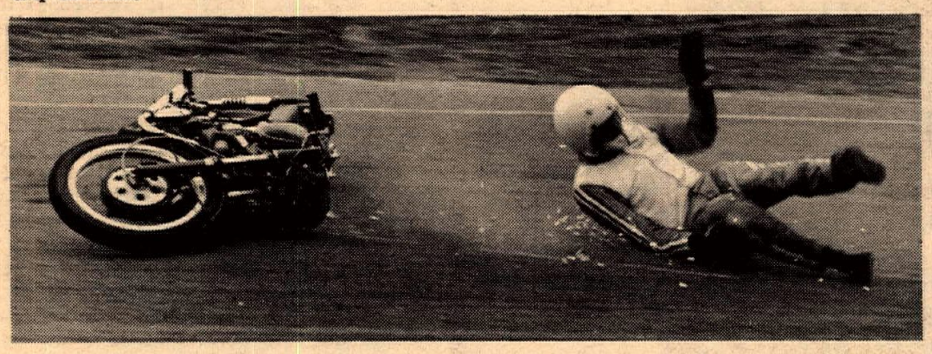
Mike Lane winning the 250cc International.

In hot pursuit on the initial lap was Norton-mounted George Kerker, followed by Dave Burchards (Yamaha 351), Phil Makanna (Norton 745), Byron Black (Kawasaki 356) and Jerry Greene (Norton 745). Moving up, after getting a slightly better start than his two bad ones in the 250 and 350 was Mike Duff.

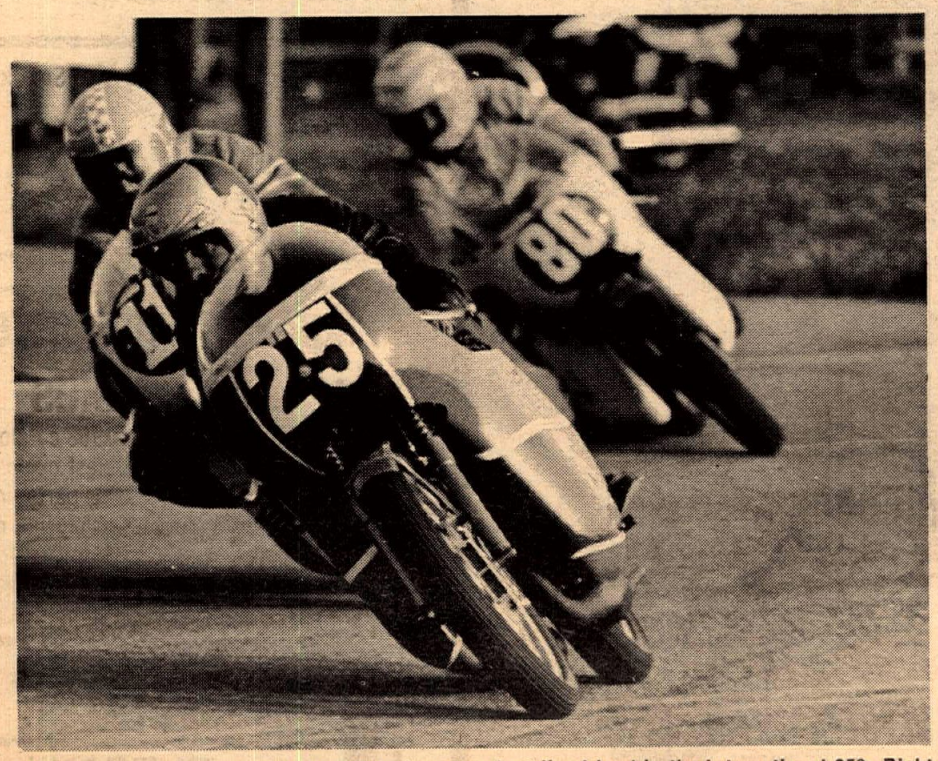
From out of the dusk, with a hearty twist of the throttle, came heat winner Jack Simmons, who moved into second at the flag with his trusty Norton. A race-long scrap saw Duff grind the trio of Tony Murphy (499 Norton), Don Harms (Har-Dav 750), and Dusty Coppage (490 Triumph), who were scrapping along with Lee Patterson (Har-Dav 750).

It ended up Vesco, Simmonds, Kerker, Duff, Harms, Murphy and Coppage. With all that big iron thundering around, it was really an impressive race.

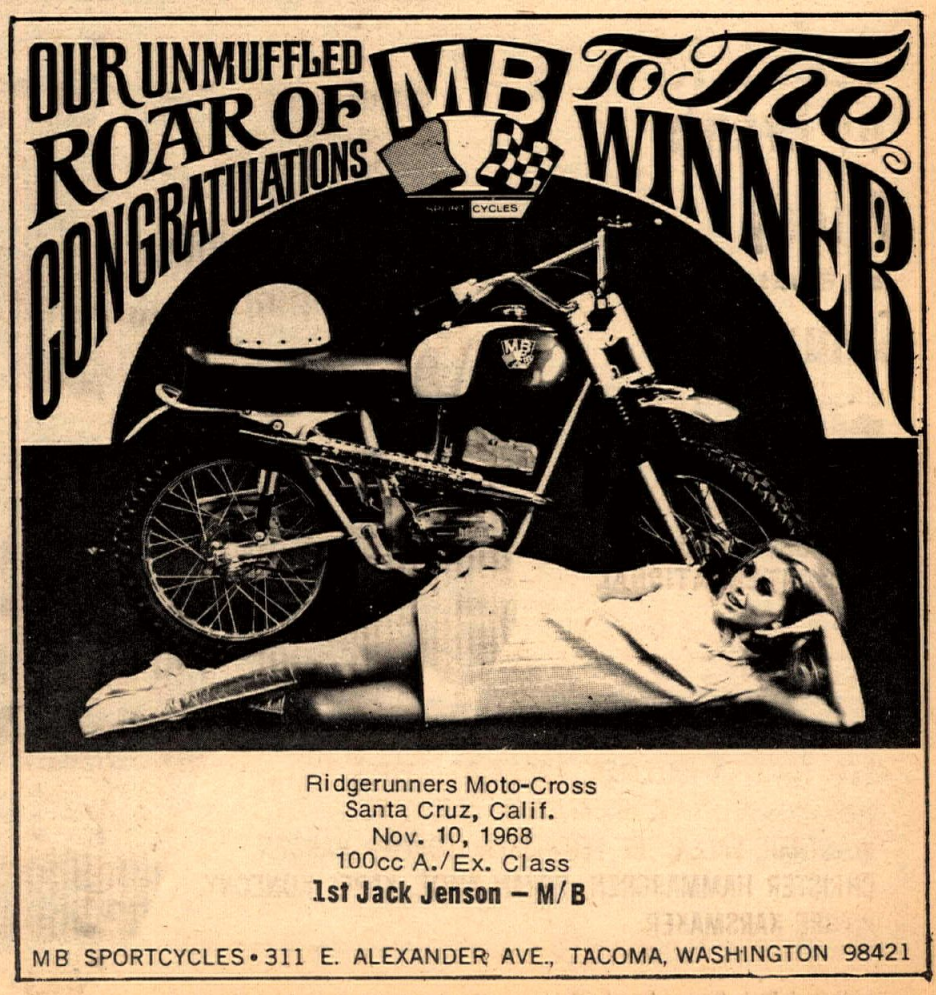
(Results on page 16)



That's Dave Allee playing lazy traffic cop. He got up to finish.



Pat Hynan on Yamaha feels the exilaration of a short-lived lead in the International 250. Right behind is Don Vesco on the same make, eventual sixth-placer. Winner Mike Lane is seen coming up fast. He passed them both on the third lap.



Ridgerunners Moto-Cross
Santa Cruz, Calif.
Nov. 10, 1968
100cc A./Ex. Class
1st Jack Jenson – M/B

MB SPORTCYCLES • 311 E. ALEXANDER AVE., TACOMA, WASHINGTON 98421

Aberg Grabs Inter Am

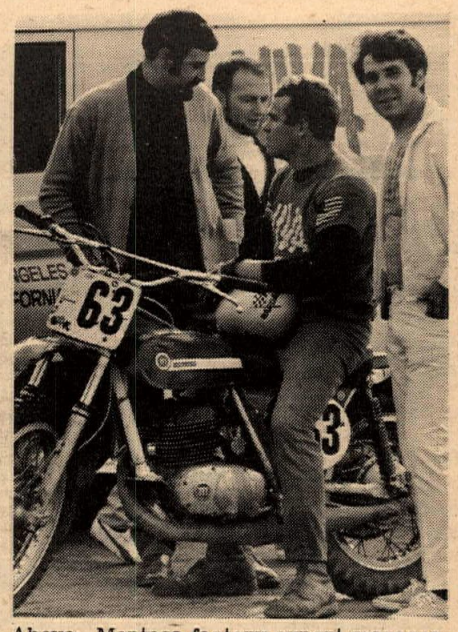
By John Shedd
Photos by Bill Pettigrew, Maureen Lee, Tom Culp and John Shedd

CARLSBAD, Cal., Dec. 1 – Exciting riders, a good circuit and top-notch officials usually produce a good race, and at Carlsbad they did. It was the California Motor-Sport Club's first race of this size, aided by the Sagehoppers M.C.

Saturday was cool and cloudy but the rain that threatened all day didn't come until the final moto.

The 125cc International saw Joel Robert and Roger DeCoster on Sachs, Marcel Weirtz and P. Karsmakers on Bultacos. Robert took all three motos with Penton distributor Lars Larsson, second. Robert showed himself as the champion he is by taking the second moto by 26 seconds.

Husky-mounted Crister Hammargen hammered his way to the 250cc class win while world champion Joel Robert had to settle for second. Hammargen took the first leg, Robert the second. Tenth place Russ Darnell (Husky) was the top American, followed by John DeSoto (Montesa) and Jim Wilson (Greeves).



Above: Montesa factory export manager Modesto Sole chats with U.S. rider Ron Nelson while factory accounting expert Salvador Mon (right) looks on. Mr. Sole is now completing a merger with American distributor Kim Kimball (background). Below: P. Karsmarkers lays his Bultaco 125 down low for corner.

SACHS WINS AGAIN

Carlsbad, Calif.
125cc International Class

1st Joel Robert – Sachs
Winning all three motos
Machine tuned by Don Vesco
7th Walt Axthelm – Sachs
9th Bob Bailey – Sachs

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Above: SS Hodaka pilot Bill Pettigrew leads Bill Urban (13), Steve Goldberg (2), Darryl Bassani (242), Jim Cooke (243) in 125cc Sportsman class. Far left: Intent Dave Bickers. Left: What is he smiling about? Top center: John Hately, 500cc Sportsman champ. Top right: Jim Wilson is first American in 500 International

Chuck Minert leads Ron Nelson and Russ Darnell through mid-course turn.

Russ Darnell was first American in 250 Inter.

The clouds were out again Sunday with a bit of rain off and on. The Saturday night rain drenched the course making it super tacky and absolutely dust-free for Sunday's two 500cc events.

CZ-mounted John Hately came from behind in the last two sportsman motos to pass the first moto winner, Greg Smith (Maico), and take the class.

Bentg Aberg found the tight, twisting course to his liking and won the first two motos hands down. It was Robert all the way in the third leg but Aberg never gave him a chance to catch his breath.

Adolf Weil had finished third in the first two legs and was running a very close second to Robert in the final when a woman wandered onto the course in front of him. Color her stupid. Weil did the gallant deed and layed it down to avoid wiping her out. It cost him eight places, but he still finished third over all. Hats off to the gentleman from Germany!

Young Jim Wilson was the highest finishing American rider, taking tenth overall on his Greeves. Eleventh was Dick Mann, also on a Greeves.

There was a little confusion in the classifications – no junior or senior classes, only the International and sportsman. The classification was set by Edison Dye and the Inter-Am Moto-Cross, not the CMC. So if you're a junior, don't wonder about finding seniors beside you on December 15th at the state championship moto-cross at Carlsbad.

(Results on page 16)

THE WINNERS
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Greg Smith – Maico WINS 250 Jr. & 2nd pl. 500 Jr. at Carlsbad Inter. Moto-Cross with Maico 250 & 360 tuned by Orange Co. Cycle
Watch for the Orange Co. Cycle Competition Team at Saddleback Inter-am Moto-Cross this weekend team members include John Maynard, Greg Smith, Larry Nolen, Tom Rapp & Bob Maynard.

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INTERNATIONAL MOTO-CROSS
European Champions Competing
500cc International
1st ADOLF WEIL – MAICO 360cc
International Moto-Cross - Carlsbad
3th ADOLF WEIL - MAICO 360cc
250cc JR. CLASS
1st Greg Smith – MAICO 250cc
International Moto-Cross - Carlsbad
1st Greg Smith - MAICO 250cc
wins all 3 motos in both events

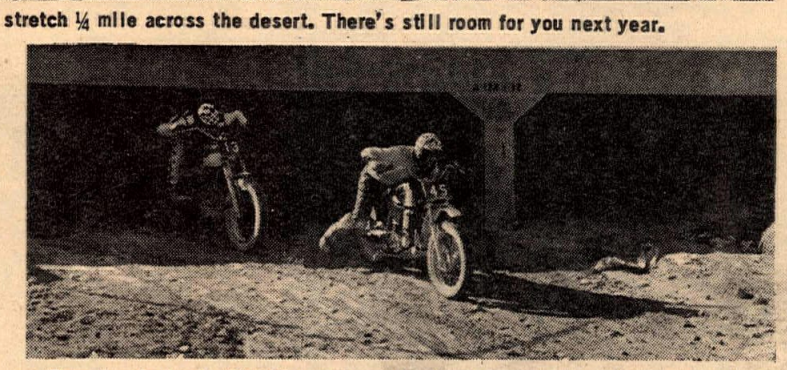
West of Mississippi COOPER MOTORS 2815 W. Olive – Burbank, Calif.

SGV

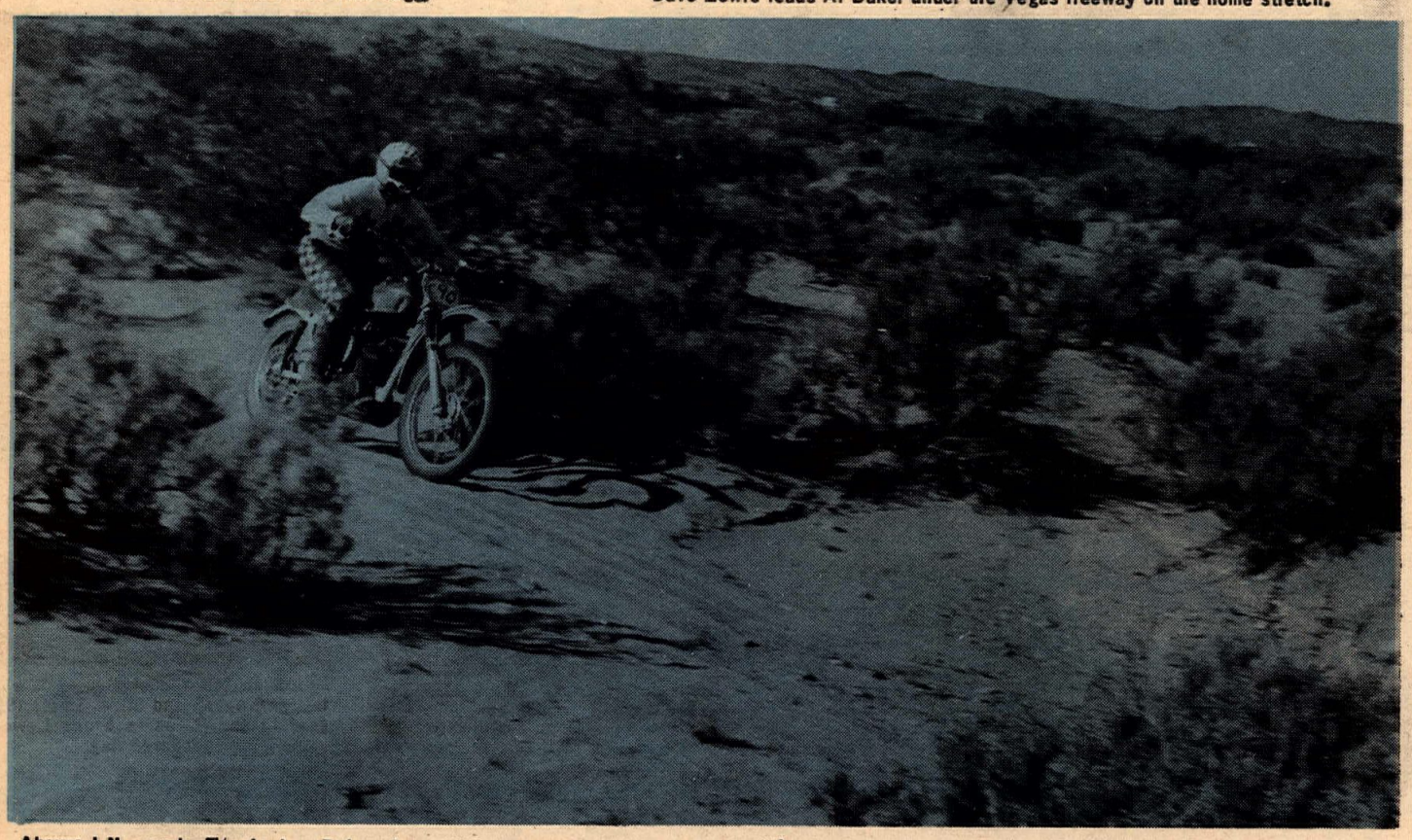
By Chuck Clayton
Photos by Chuck & Sharon Clayton

Lined up for the starting signal, 813 entries stretch ¼ mile across the desert. There's still room for you next year.

Rescue 3 and their new dune buggy

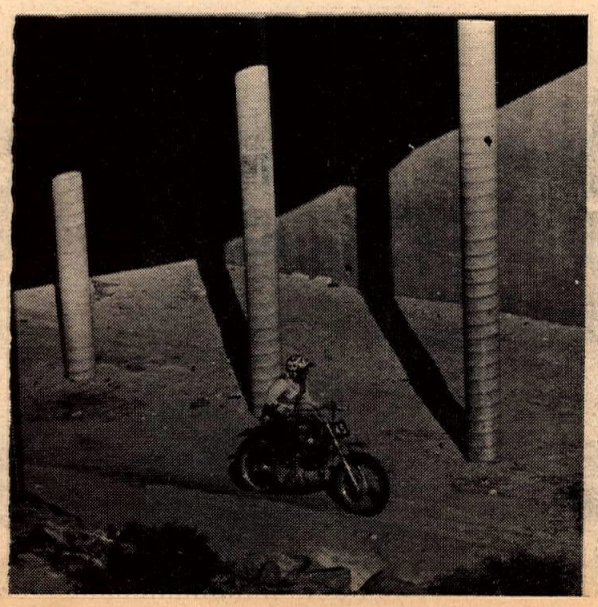


Dave Lewis leads Al Baker under the Vegas freeway on the home stretch.



Above: J.N. won by 7½ minutes. Below, Larry Haley conducts the riders meeting.

It's Dave Lewis again, motoring under a less constricting freeway cross.



BARSTOW, CALIF., LAS VEGAS, NEV., Nov. 30, 1968 — When you think you've ridden all the tough ones and survived, truck your desert bike out past Barstow, in the California desert and sign up for the biggest rabbit chase around — the California to Las Vegas Hare 'n' Hound!

It's Faster Off The Road

This year the promoting San Gabriel Valley Motorcycle Club laid a cunning trail that wove around and under the Barstow-Vegas freeway, running so close in places that motorists on the highway could compare their speed with that of the rough-riding motorcyclists. Held down to the legal maximum of 70 mph, the cars were soon outdistanced by the leading bikes!

Good, Good!

At precisely 9 a.m. the blue and gold starting banner waved the bikes away in a mad scramble to the smoke marker. There they picked up the course, and after 22 miles of bucks and jolts, spread out over a great dry lake for a flat-out horsepower race.

But all good things must end, and soon they were flogging through volcanic rubble with only an occasional breathing space. The racers crossed under the freeway through a water drain and made a brief pause to gas up at the second check. Eight hundred and thirteen started the race and 720 made it to the second check. So far, so good.

Bad, Bad!

Not far out of check two the course turned into five miles of axle-deep powder dust. Laying the course out in anticipation of rain, the San Gabriel club figured on having the heavenly water truck wet down the stuff, but the desert was suffering a drought this year and so the powder took a terrible toll of stalled machines and exhausted riders. Only 260 made it to the next gas stop at Cima road, shortly past the halfway point.

Bill Friant, on an Ossa, enjoyed a two-minute lead at chick one, 22 miles out, and he was followed by bearded J.N. "Jackalope" Roberts on a 250 Husky.

At the Cima Road check J.N. was way in the lead, followed by a fellow Checker clubman on a Husky and Dusty Coppage, another Checker and last year's winner, on a Triumph.

Worse, Worse!

Crossing under the freeway again, the racers turned into the mountains with the longest stretch of 45 miles ahead of them. Anybody who made it this far was pretty sure to finish. But Coppage dropped by the wayside, and so did 39 others.

After the third major gas stop at Goodsprings in the Nevada mountains, it was downhill nearly all the way on the final 32-mile sprint to Vegas. As the casinos on the strip loomed larger on the horizon, flat tires, and other mechanical woes befell some of the racers, but they didn't let little things like that stop them from finishing. George Walker and Doyle Fields both rode the final stretch with rear tires flat, and Jack Morgan, the second trailbike in, wobbled to the finish line in Vegas with a rear wheel that resembled a pretzel.

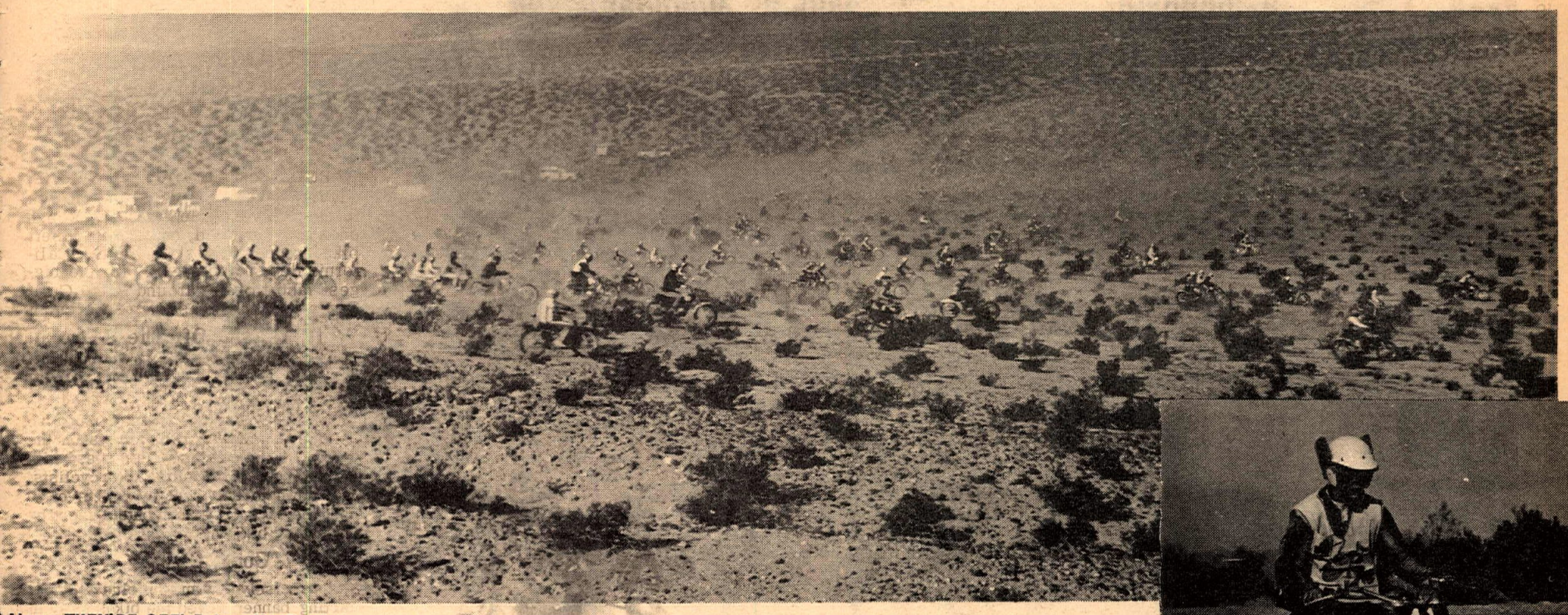
Congrats to the Club!

Bruce Dunford did a great job to finish 5th overall in his second expert ride. Wes Anderson, the first trailbike finisher, on a Steen SS Hodaka, scored a remarkable 43rd overall, after a 15-minute handicap start. J.N. Roberts won the 192 mile race in just under four hours!

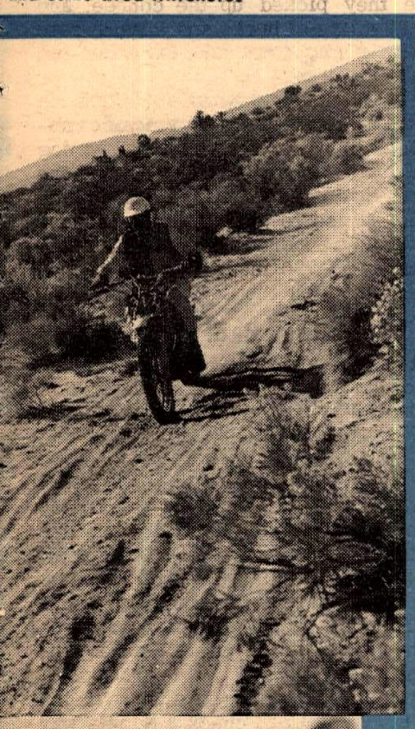
The 2nd annual S.G.V.M.C. Barstow-to-Vegas Hare 'n' Hound will go into the record books as another classic cross-country event, in the tradition of the famous Big Bear Run. To the 35-member San Gabriel Club goes the thanks and congratulations of this newspaper and motorcycle enthusiasts everywhere, for putting it on. Next year, with a little help from the rain gods, the entry should top 1,000.

(Results on page 16)

IC CALVEGAS 200

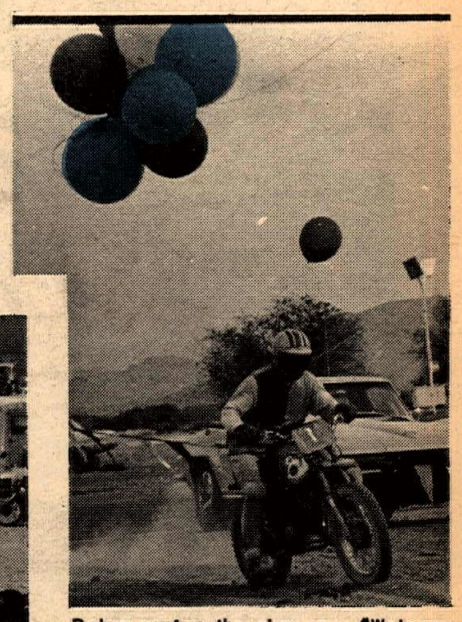


Above: THEY'RE OFF! Below: Jim Corning and some tired finishers.

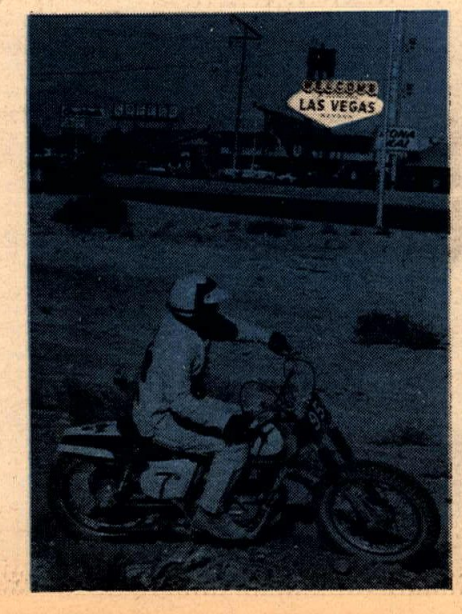


Above: Richard Braden gets in a little flight time. Below: second trail bike Jack Morgan, finished with a bent rear wheel.

Above: Doyle Fields still had strength to do a wheelie at the finish. Below left: Wayne Peterson, 22nd overall.



Below center: the sign says "Welcome to Las Vegas" and Steve Staats (95) is glad to see it, as is Bruce Lewellyn, getting the checkered flag.



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Rapp and McLaughlin on top at Bushmasters

John Loyd (Hodaka) crashes into Don Shearer, then unloads not too gracefully in the second 100cc moto.

Story and Photos by Rich Walden

BEAUMONT, Cal., Nov. 24 – The Bushmasters held their biggest and last motocross of the year here today as 91 riders competed on the 1-1/2 mile course. The 100cc machines were away at 10:00 a.m. Bob McLaughlin, riding a 100cc Sachs, took an early lead followed by Larry Cook (Yamaha) and Bob Belt on a Steen's Hodaka.

Before the first lap was completed Belt had taken second from Cook. Cook, in turn, passed Belt on the second lap, only to have Belt come back in the third and really turn it on, pulling away from Cook and rapidly gaining on McLaughlin.

By the fifth lap Belt had passed Mc Laughlin's Sachs and was steadily pulling ahead when the Hodaka quit in the seventh lap, letting McLaughlin take the win by a large margin over Cook and third-place finisher John Pavich (Bul.).

The second 100cc moto saw young Bill Dean grab an early lead on his Lobito followed by Mike Garrett, Denny Groover and Bob McLaughlin. By the end of the first lap McLaughlin was second. He took the lead in the second lap when Dean fell.

Larry Cook worked his way up from eighth place into the number two spot on the second lap. But by now McLaughlin had what proved to be an insurmountable lead and Cook gained only slightly on him. The first five positions remained the same until the fifth lap when John Pavich, who had started out in twentieth place, finally worked his way into fifth. Two laps later McLaughlin took the win.

Cook took the lead in the third moto followed by McLaughlin, Garrett, Groover and Pavich. McLaughlin passed Cook after the first hill but fell on the firebreak and was passed by the four behind him. Cook now had the lead and let out the stops, opening up big.

McLaughlin was gaining one position per lap but the slower riders held him back enough so that when he finally did get into second place on the fifth lap he was too far behind Cook to catch up.

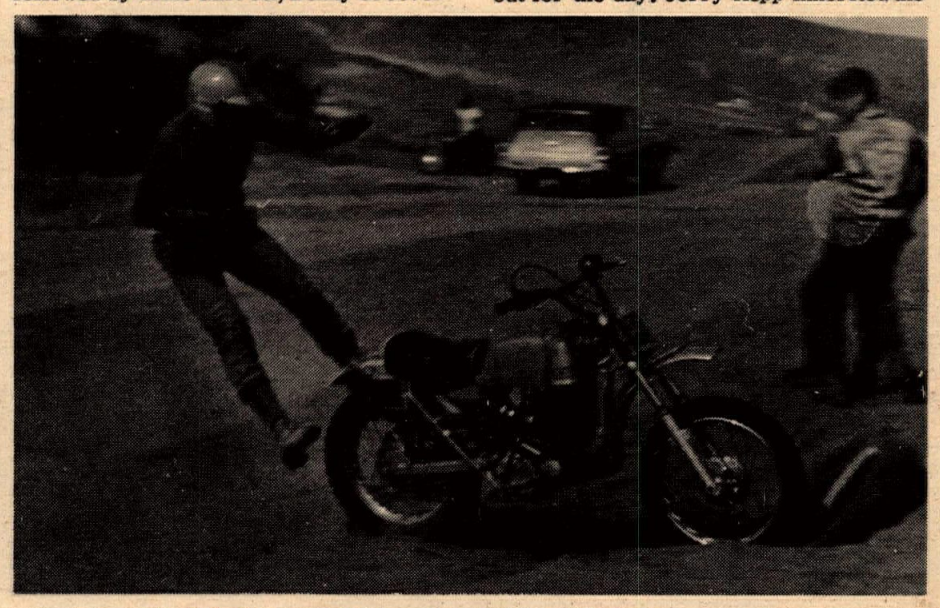
The biggest race of the day was the 175cc/250cc combined with 43 entries. Bob Riley took the lead at the start followed by Bill Fletcher, Warren Burdine, Hal Birk, and Ron Fry. By the second lap Riley had a huge lead over Fry, who had worked his way up to second, followed by Don Smith, Fletcher, and Earl Roeseler, who was riding a 125 Sachs.

On the third lap Riley got overenthusiastic coming out of the ditch and unloaded right in front of everyone. Then Riley's troubles started as his plug began bridging. Fry began to gain on him. Roeseler had now moved his little Sachs into fourth place but got a flat in the fifth lap and retired to re-tire.

Back at the end of the third lap Tom Rapp had taken second away from Fry and soon they both passed Riley's Greeves. Rapp moved out ahead and took the win followed by Fry, Smith and Riley.

In Mid-Air

In the second 250 moto Warren Burdine held the lead until the first jump when Riley passed him in mid-air. Then he completely ran away from the competition until half-way through the third lap when he got a flat back tire and dropped out for the day. Jerry Kopp inherited the lead followed by Fry, Fletcher, Phil Mailloux and Smith.



No, it isn't a fancy LeMans start, it's Bob Riley going the other way.

Don Grieve came all the way from 18th place to take third on the fourth lap but was passed on the next lap by Tom Rapp who had started back in 21st place. Kopp finished first followed by Fry, Rapp, Grieve and Smith.

In the third moto Fry grabbed the lead followed by Grieve, Fletcher, Smith and Leo Dobbs. On the second lap Smith, Dobbs and Gary Whitehead all passed Fletcher. The third lap saw a very determined Grieve take the lead and move well ahead. Tom Rapp had now moved his Husky up to third place and had his sights set on Ron Fry.

Rapp grabbed second from Fry on the fifth lap and took over the lead when Grieve dropped out in the sixth lap. Rapp took the win after eight laps followed by Fry and Smith.

The closest call of the day happened to Roeseler who had been running fifth for half the race and went into the rough in an attempt to pass fourth place Gary Whitehead. He hit a good bump and did a perfect handstand with his feet straight over his head, passed Whitehead, landed back on his seat, sidesaddle, and crossed the finish line in fourth place.

(Continued on page 15)

If he's not down, he's up. Bob Riley (Greeves) passes Yamaha-rider Warren Burdine to take the lead in the second 250 moto.

Doug Templeton took the lead in the first open moto followed closely by Bill Hutton, Don Dixon, Carl Cotton and Jim Bruns. These five held the same positions until the third lap when Cotton moved up to third followed by Bruns and Dick Frampton. With only two laps to go Hutton took the lead and held it till the end.

In the second, Don Dixon took the lead on a Maico followed by Hutton, Templeton, Frampton and David Hernandez. By the second lap Templeton had second ahead of Bruns, Frampton and Hutton. Bruns and Frampton passed Templeton on the next lap. By the fourth it was Dixon, Bruns, Templeton, Hutton and Frampton. The positions didn't change during the two remaining laps and Dixon became the only rider to hold the lead through an entire moto.

Dixon again took the lead in the third moto with Cotton, Frampton, Templeton and Hutton close behind. By the second lap Templeton was in third ahead of Hutton and Frampton. On the third lap Jim Francis passed Frampton. On the fourth Bruns and Hernandez passed them both and Hutton fell again, letting them by.

On the fifth lap Hutton passed Hernandez, on the sixth lap Bruns and on the seventh lap he passed Templeton.

Dixon had a great lead but with only one lap to go he got greedy and attempted to lap one man too many and fell. He attempted to restart his machine but it was loaded-up. Seven machines passed before he could restart and he lost the first place trophy. Cotton took the win with a smooth steady race followed by Hutton, Templeton, Bruns and Dixon.

(Results on page 16)

SCRAMBLIN AROUND

By Maureen Lee

We wish we could let sleeping dogs lie for a bit longer but we wouldn't be attending to our duties as scrambles columnist we if we didn't mention it. And that's the pot that is gently simmering up to a full boil as to whether five-porting and reed valves are illegal or not.

The rules for Sporting Competition are currently being revised and reprinted. The book we are now using is 1966-67 until the new one appears. In it five-porting, unless done by the factory, is out. The reed valve situation gets a little sticky as the rules state that you can't add anything that is not a manufacturer's part. Article XXI, Sec. 2 "...Manufacturer's standard models as catalogued..."

As an example, if you wish to interprete the rules one way my Hodaka is "illegal." I have mucho Pabatco speed equipment on it (manufacturer) but I also have Ceriani front forks, a Webco head and gas cap and Maverick shocks. We'd like to see one little (or big) scrambles bike that hasn't had something changed, so it all depends as to how technical you're going to get with that rule book.

We've always felt the purpose behind many A.M.A. rules was to give everyone a fair chance in competition. Just because one rider has the money to pay for an expensive modification doesn't mean to say he can spend it. We've seen this in cars, where money talks, but in bikes until recently it was always the competition that counted with everyone riding more or less the same type scooter as their fellow rider. Ability counted.

Now there are these super-goodies out on the market and we'll just have to wait and see what the new rules will say. Inevitably there will always be those who can't afford what others have (and even if they could maybe they couldn't go any faster anyway). At times it seems almost an impossible situation. What is legal to one person is illegal to another.

It appears that five-porting is definitely out. We say "appears" because we're dangling between rule books right now. But the real nitty-gritty is this: how come when five-porting first popped up quite a few moons ago someone didn't make a protest and bring this whole mess out then and there? That was the time to do it, not now when on one given Sunday you'd probably loose half the lightweight class at one go if you declared five-porting illegal at the track, without even starting on the reed valve bit.

Let's sit back and cool it at least until the end of the season – we only have two more races – and wait to see what the rule book will say and what ruling the Competition Committee will make.

And an added little goody for those who go around saying they can't find it in the District 37 rule book. Remember it's just a supplement to the national A.M.A. rule book, put out by our District clubs and the competition committee to clarify rules and make new ones to benefit this District only. It's the National book that still governs our sport whether you like it or not, and if you're a serious competitor it wouldn't hurt to check out these things.

But this is still a sport, so let's not get too technical over rulings but just keep an eye on those that could give unfair advantages to certain people.

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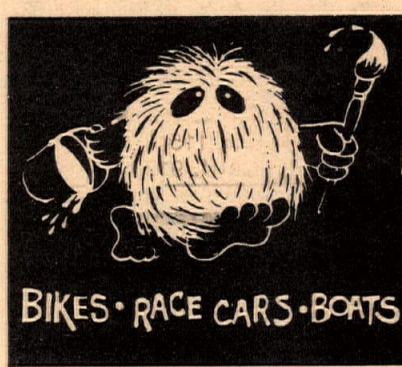
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RESULTS

BRAWLEY CATTLE CALL
Brawley, Calif.
Sat., Sun., Nov. 23-24, 1968

By Bill Harmer

FIRST MAIL ENTRY:
John & Jeannette Bye of Singing Wheels M.C.

BEST DRESSED CLUB:
1. Singing Wheels, San Diego
2. Valley Vagabonds, Phoenix, Ariz.
3. Road Cruiser, San Diego

BEST DRESSED COUPLE IN CLUB UNIFORM:
1. Chuck & Becky Myers of Pacific Coasters
2. Joe & Pat Knight (club unknown)
3. Richard & Beverly Bills of Valley Vagabonds, Phoenix, Ariz.

BEST DRESSED OUTRIDER COUPLE:
1. Paul and Margaret de Shayes
2. Joe and Ruth Walker

BEST DRESSED FAMILY GROUP:
1. Norris Family, China Lake, Cal.
2. Ward Family, San Diego, Cal.

LARGEST CLUB SIGN-IN:
1. Road Cruisers, San Diego, Cal.
2. Singing Wheels, San Diego, Cal.
3. Tri-City M.C., Oceanside, Cal.

OLDEST AMA RIDERS:
Male: Bob Jacks 61 yrs.
Female: Wilma Streeter

OLDEST AMA PASSENGER:
Margaret De Shayes

LONGEST MEMBERSHIP IN AMA:
Joe Gobbi, Pacific Coasters M.C. (Over 25 years)

BEST APPEARING CLUB IN PARADE:
Aztecs M.C., San Diego, Cal.

LONGEST DISTANCE RIDER:
Dee Trimble, Modesto 531 miles

LONGEST DISTANCE CLUB:
1. Valley Vagabonds, Phoenix, Ariz., 271 miles
2. Oxnard M.C., Oxnard, Cal., 270 miles
3. Gypsy Wheels M.C., Ridgecrest, Cal., 265 miles

BIKE JUDGING
STOCK CLASS 0-400cc
1. Ken Keller
2. Eric Christensen
401-900
1. Gabe Palmer
2. Harry Watkins
900 and Over
1. Ted Howard
2. Columbus W. (Pete) Caudill

MODIFIED STOCK CLASS
401-900cc
1. George Lytle
2. George Streeter
901 and Over
1. Ron Schall
2. Keith Farley

SEMI-CUSTOM CLASS
0-400cc
1. Wilma Streeter
2. Darrell Hillhouse
401-900
1. Harriel Whaley
2. Lou Zirtman
901 and Over
1. Larry Jordon
2. Donald Heidt

CUSTOM CLASS
401-900cc
1. Don Gurber
2. Darrell Steen
901 and Over
1. Dunc Kelley
2. Bob Bristol

SIDE HACKS
Stan Davis

CHOPPER CLASS
1. Gilbert Arroyl
2. George Leffel

MOST UNIQUE MOTORCYCLE
Sandra Henry

FIELD EVENTS
JR. CLASS SLOW RACE
Steven Stewart
SLOW RACE 0-900cc
1. Burney E. Clark
2. Burney R. Clark
900 and Over
1. Richard Bills
2. Curt Knight
0-900 Pass.
1. Mrs. Doug Christensen
2. Mrs. Rudy Stolmater
900 and Over Pass.
1. Vem Osburn
2. Fred Hayes

SLALOM
0-900cc
1. Doug Christensen
2. Harry Watkins
0-900 with Pass.
1. Doug Christensen
2. Harry Watkins
900 and Up
Burney R. Clark
Burney E. Clark
900 and Over with Pass.
1. Joe Tomkinson
2. Ken Plickard

GRAND SWEEPSTAKES
Bobbi Walker

PONDEROSA HARE SCRAMBLES
Sun., Nov. 24, 1968

By Dick Wright

OPEN CLASS

1. J.N. Roberts	Hus	
2. L. Fortner	Hus	
3. L. Burns	Hus	
4. M. Popovics	Bul	
5. J. Camaret	Hus	
6. J. Good	Bul	
7. R. Good	Bul	
8. B. Rodine	Hus	
9. J. Kindsvogel	Yam	
10. B. Ydiando	Hus	
11. P. Greenwood	Hus	
12. J. Warren	Kaw	
13. D. Hambleton	Hus	
14. D. MacDonald	Tri	
15. D. Rimpel	Hus	
16. D. Breker	Bul	
17. H. Needham	Hus	
18. D. Cannary	Hus	
19. W. Bird	Yam	
20. B. Clagg	Gre	
21. K. James	Bul	
22. S. Krepp	Bul	
23. D. Worley	Hus	
24. D. Myott	Hus	
25. B. Weyss	Tri	
26. D. Austin	Tri	
27. W. Crug	Bul	
28. B. Sizir	Yam	
29. G. Lanise	Hus	
30. R. Phillips	Hus	
31. T. Webb	Hus	
32. P. Violette	Yam	
33. M. Butchers	Bul	
34. E. Townsend	Bul	
35. D. Minnott	Hus	
36. D. Wright	Gre	
37. D. James	Yam	
38. P. Vaught	Gre	
39. M. Ashley	Bul	
40. R. Elmore	Yam	
41. D. Ellis	Hus	
42. C. Wilson	BSA	
43. M. Vaughn	Bul	
44. M. Zempel	Kaw	
45. L. Beers	BSA	
46. L. House	Hon	
47. M. Mayes	Kaw	
48. J. Anderson	Bul	
49. T. Johns	Gre	
50. F. Malis	Bul	
51. V. Reid	Tri	
52. T. McLane	Bul	
53. D. Smith	Gre	
54. S. Drobeck	Yam	
55. G. Scott	Bul	
56. D. Pooley	Yam	
57. L. Donelan	Gre	
58. S. Bagnard	Bul	
59. M. Russin	Yam	
60. D. Brown	Yam	
61. J. LaBrase	Bul	
62. B. Riggs	Yam	

TRAIL BIKE

1. Monty Lee	Hod	
2. R. Duncan	Pen	
3. T. Wells	Hod	
4. R. Fuller	Hod	
5. R. Hodges	Hod	
6. J. Saunders	Hod	
7. R. Fortier	Hod	
8. J. Sparkes	Pen	
9. D. Renn	Hod	
10. E. Dollins	Hod	
11. R. McAlister	Hod	
12. B. Halvorsen	Hon	
13. R. Lewis	Bri	
14. G. Corn	Hus	
15. B. Bell	Bul	
16. W. Boynes	M-B	
17. R. Milligan	Hus	
18. S. Brook Sr.	Bri	
19. J. Waddell	Bul	
20. G. Richardson	Hus	
21. C. Forney	Hus	
22. E. Crain	Hus	
23. R. Scott	Yam	
24. J. Bell	Hus	
25. P. Gost	Hus	
26. W. Patteson	Hus	
27. L. McCrew	M-B	
28. J. Landry	Hus	
29. L. Cristie	Sac	
30. J. Leone	Hon	
31. T. Crim	Bri	
32. J. Honeter	M-B	
33. J. McMustrey	Hus	
34. L. Fabry	Hus	
35. G. Emory	Yam	
36. F. Dix	Hus	
37. G. Joseff	Yam	
38. J. Haley	Hon	
39. N. Paul	Hus	
40. H. James	Hus	
41. M. Pruitt	Hus	
42. E. Allen	Sac	
43. R. Ramsey	Hon	
44. E. Barnes	Hus	
45. J. Harris	Yam	
46. M. Lovell	Hus	
47. R. Branson	Bul	

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Final Standings For 1968

	Pts.	Class
1. Richard Chase	360	A
2. Bob Steffan	337	A
3. Lyle Taylor	275	A
4. Gene Burcham	274	A
5. Curtis Crivelli	257	A
6. Tom Maxwell	241	A
7. Bud Houseman	215	A
8. John Steen	208	A
9. Neal Gilleran	205	A
10. Pete Bogardous	169	A
11. Dick Dean	166	A
12. Ron Calivo	157	A
13. Richard Ahlefeld	155	A
14. Buck Smith	150	A
15. John Murrin	135	B
16. Dave Holeman	132	A
17. Ernest May	124	B
18. C. Brewster	120	A
19. Bill Greene	115	B
20. Jon Thomas	110	A
21. Ron Blomke	110	B
22. Eric Moberg	106	A
23. Mil Green	105	A
24. Mike Patrick	100	A
25. Gene Smith	95	A

HI-JINX MOTO-CROSS RACE
Sun., Oct. 20, 1968

* 1. L. Bird	136	Pts.
* 2. D. Eide	132	
* 3. G. Bailey	127	
* 4. T. Walton	124	
* 5. R. Brandfield	122	
* 6. A. Kellogg	117	
* 7. F. Wilsford Jr.	110	
* 8. R. Mathis	109	
* 8. W. Olson	109	
*10. F. Wilford Sr.	107	
*11. J.W. Loyd	105	
*12. G. Davenport	101	
*13. G. Nelson	87	
*14. M. Schueneman	84	
*15. B. Dean	83	
*16. D. Coulter	78	
*16. B. Steffenensen	78	
18. M. Runyard	70	
19. B. Preston	68	
19. R. Martin	68	
21. F. Kolmick	62	
21. C. Young	62	
23. M. Smith	55	
24. A. Guzman	54	
24. W.W. Richter	54	
26. J. Nevin	51	
27. J. Hooseknecht	48	
28. C. Woody	46	
30. J. Tripp	41	
30. F. Mendez	41	
32. F. Helm	39	
33. D. Leach	38	
34. F. Cox	37	
35. P. Hendricks	36	
36. P. Bras	35	
37. T. R. Carlson	31	
38. M.L. Burton	27	
39. J. Ambrose	24	
40. J. Jacks	19	
41. R. Noriega	17	
42. C. Fishman	15	
43. S. Yarbrough	14	
44. D. DeWitt	13	
45. D. Smith	12	
46. L. Rowe	10	

ELSINORE RESULTS
Sat., Nov. 30, 1968

By Bob De Gasser

100 NOV. 1—MAIN

G. Wickham		Suz
G. Kirkendall		Bul
L. Shaw		Hod
C. Yokum		Hod

100 NOV. 2—MAIN

R. Wagmiere		Bul
S. Swadge		Bul
J. Galbreth		Hod
R. Hernandez		Hon

200 NOVICE

W. Blakeslee		Tri
G. Acker		Hon
D. Burnett		Bul

100 EXPERT

S. Nichols		Yam
G. Kukendoll	(tie)	Bul
J. Wickham	(tie)	—

350 & 500 NOVICE

D. Luna		BSA
G. Wickham	(tie)	Bul
B. Moyer	(tie)	Hon

OPEN NOVICE

E. Ekdahl		Tri
D. Luna		BSA
G. Wickham		Bul

250 EXPERT

L. Bochkay		
C. Soderstrom		
R. Bearins		

250 NOVICE

L. Bochkay		Yam
C. Soderstrom		Bul
G. Acker		Hon

SWEEPS

J. Sprague		Tri

500cc & OPEN EXPERT

J. Sprague		Tri
R. Nichols	(tie)	—
R. Stinnett	(tie)	BSA
T. LaFortune		Tri

EXPERTS M.C. TT SCRAMBLES
Southbay Speedway
Sun., Nov. 24, 1968

By Bill Harmer

POWDER PUFF

1. C. Chiara	Hod
2. S. Newsome	Hod
3. L. Fuller	—

100cc NOVICE

1. K. Stafford	Hod
2. D. Malcomb	Bri
3. C. Schultz	Hod

100cc EXPERT

1. C. Byers	Hod
2. R. Vanderpool	Yam
3. M. Chiara	Hod

200cc COMBINED

1. L. Collie	Kaw
2. R. Hosaka	Kaw
3. J. Casey	Bri

250cc NOVICE

1. K. Stafford	Yam
2. W. Clarke	Kaw
3. Jon Grace	Kaw

250cc EXPERT

1. R. Vanderpool	Kaw
2. L. Collie	Kaw
3. C. Brown	Yam

500cc-OPEN NOVICE

1. R. Bearing	BSA
2. T. Leque	Bul
3. R. Ribley	Nor

OPEN EXPERT

1. A. Finan	Tri
2. S. Hill	Tri
3. S. Szikzay	

CARLSBAD INTER-AM MOTO-CROSS
Sat. & Sun., Nov. 30, Dec. 1, 1968

125cc SPORTSMAN

1. Bill Urban	Pen
2. B. Pettigrew	Hod
3. S. Goldberg	Hod
4. S. Holladay	Hod
5. D. Bassani	Hod
6. M. Runyard	M-B
7. J. Cooke	Hod
8. J. Rubcic	Hod
9. M. Burton	Hod
10. J. Creager	Hod

125cc INTERNATIONAL

1. J. Robert	Sac
2. L. Larsson	Pen
3. R. DeCoster	Bul
4. P. Karsmarker	Pen
5. C. Nilson	Pen
6. N. Kopp	Mai
7. W. Axthelm	Sac
8. M. Weirtz	Bul
9. B. Bailey	Sac
10. W. Ring	Hod

250cc SPORTSMAN

1. G. Smith	Mai
2. V. Hannan	Hus
3. T. Rapp	Hus
4. M. Jerkla	—
5. S. Holladay	Hus
6. J. Bentley	Hus

250cc INTERNATIONAL

1. C. Hammargen	Hus
2. J. Robert	C-Z
3. B. Aberg	Hus
4. R. DeCoster	C-Z
5. B. Wade	Gre
6. V. Valek	C-Z
7. D. Bickers	C-Z
8. A. Weil	Mai

500cc SPORTSMAN

1. J. Hately	C-Z
2. G. Smith	Mai
3. B. Clary	Tri
4. A. Gibbs	Hus
5. R. Fry	Hus
6. G. McLarty	Hus
7. J. Holladay	Hus
8. J. Bentley	Hus

500cc INTERNATIONAL

1. B. Aberg	Hus
2. J. Robert	C-Z
3. A. Weil	Mai
4. R. DeCoster	C-Z
5. D. Bickers	C-Z
6. B. Wade	Gre
7. C. Hammargen	Hus
8. V. Valek	C-Z
9. M. Weirtz	Bul
10. J. Wilson	Gre
11. D. Mann	Gre

MOTO CLUB LATINO TT
Mexicali, Mex.
Sun., Nov. 24, 1968

50cc CLASS

1. Ricardo Sanchez	Yam
2. Emilio Guerrero	Hon
3. Raul Miranda	Islo

100cc CLASS

1. Leonardo Medina	Kaw
2. Jose Luis Sanchez	Yam
3. Buzz Frank	Hod

200cc CLASS

1. Leonardo Medina	Kaw
2. Jose Luis Sanchez	Yam
3. Hon Kinger	Suz

OPEN CLASS

1. Dennis Smith	Yam
2. Leonardo Medina	Kaw
3. Bob Kazalis	Hon

INTER-AM MOTO-CROSS RESULTS
Wichita, Kansas
Sat. & Sun., Nov. 2 & 3, 1968

250cc International: 1. Joel Robert, CZ; 2. Vlastimil Valek, CZ; 3. Christer Hammargren, Hus; 4. Roger DeCoster, CZ; 5. David Bickers, CZ; 6. Bentg Aberg, Hus; Best American: Bill Thomas Oss.

500cc International: 1. Joel Robert, CZ; 2. Adolph Weil, Mai; 3. Vlastimil Valek, CZ; 4. Gunnar Lindstorm, Hus; 5. Christer Hammargren, Hus; 6. Dick Mann, Oss. (best American).

125cc Sportsman: 1. Gary Hilgenberg, 2. Bill King; 3. Don Richards. 4. (tie) David Andrews, Walt Axhelm; 6. David Sawhill.

250cc Sportsman: 1. Glen Neigenfield; 2. George Shaw; 3. Terry Neely; 4. Paul Rodden.

Open Sportsman: 1. Bob Oury; 2. Kenneth Wilson; 3. #4 (unidentified); 4. Gordon Peterson.

SAN GABRIEL VALLEY M.C. BARSTOW TO LAS VEGAS HARE 'n' HOUND
Sat., Nov. 30, 1968

1. J.N. Roberts	Hus	250	Ex
2. Dave Lewis	Gre	500	Ex
3. Geo. Walker	Hus	500	Ex
4. Al Baker	Tri	Open	Ex
5. Bruce Dunford	Tri	250	Ex
6. Steve Kirk	Mon	500	Ex
7. Steve Staats	Bul	500	Ex
8. John Coots	Hus	500	Ex
9. Doyle Fields	Tri	Open	Ex
10. Glen Thomas	Hus	250	Ex
11. Richard Stanworth	Tri	Open	Nov
12. Bernie Coyne	Hus	500	Nov
13. Dennis Torgeson	Hus	—	Ex
14. Roger Sides	Tri	Open	Ex
15. Max Switzer	Gre	500	Ex
16. Gene Dempsey	Tri	Open	Ex
17. Bruce Lewellyn	Hus	500	Ex
18. Jim Coming	Hus	250	Am
19. Jack Byers	Tri	Open	Ex
20. Clinaro Swaffor	Met	500	Ex
21. Harold Mortensen	Tri	Open	Ex
22. Wayne Peterson	BSA	Open	Am
23. Gary Leppold	Tri	Open	Ex
24. Jim Dorman	Tri	Open	Am
25. Richard Braden	Tri	Open	Ex

TRAIL BIKE CLASS

1. Wes Anderson Jr.	Hod	
2. Jack Morgan	Hod	
3. Gary Griffen	Zun	
4. Eric Jensen	Hod	
5. Frank Morgan	Hod	
6. Hank Migill	Suz	1st Am
7. Jim Clancy	Bri	1st Nov
8. John Speakman	Suz	Nov
9. Randy Klassen	Hod	Am
10. Rex Sommerville	Zun	Nov

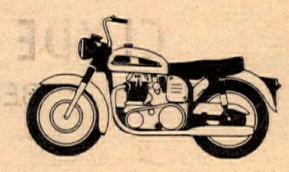
IMPERIAL VALLEY MOTORCYCLE CLUB HARE SCRAMBLES
November 10, 1968

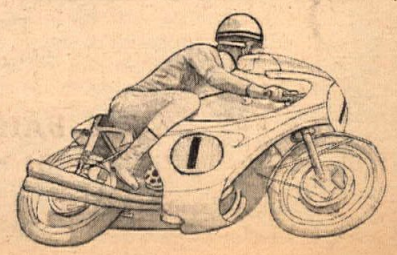
By Bill Harmer

1. *Lewis Baker, Hus, 1st Op. Ex; 2. *Mark Gooding, Mai, 2nd Op. Ex; 3. Bruce Cornell, Ric, 3rd Op. Ex; 4. John Krempp, Hus, 4th Op. Ex; 5. *Bob Grouleff, Hus, 1st Op. Nov; 6. *Jeff Willis, Oss, 1st Ltwt. Ex; 7. Ed Martony, Yam., 2nd Ltwt. Exp; 8. Zane Prather, Hus, 5th Op. Ex; 9. *Stan Peterson, Hus, 1st Ltwt. Nov; 10. Stan Colvin, Bul, 3rd Ltwt. Ex; 11. *Herman Esswein, Hus, 2nd Ltwt. Nov; 12. Bob Henry, Bul, 6th Op. Ex; 13. Joe Stemmer, Tri, 7th Op. Ex; 14. Gary Drean, Mon, 3rd Ltwt. Nov; 15. Guy Luck, Yam, 4th Ltwt. Ex; 16. Walter Kuhn, Jr., Hon, 8th Op. Ex;

FIVE LAPS: 17. John Chillinsky, Bul, 4th Ltwt. Nov; 18. Ron Kokorudz, Sac, 5th Ltwt. Nov; 19. Harry Brown, Hus, 2nd Op. Nov; 20. Ken Hoskins, Tri, 3rd Op. Nov; 21. Mike Tobin, Gre, 6th Ltwt. Nov; 22. *Jack Hettinger, Hod, 1st 100cc Nov; 23. R.F. Berdyck, CZ, 4th Op. Nov; 24. Robert Edgington, Tri, 5th Op. Nov; 25. *Howard Henderson, Hod, 1st 100cc Ex; 26. *Terry Brown, Hod, 2nd 100cc Nov; 27. &Budd Willis, Bul, 2nd 100cc Ex; 28. Hal Strong, Sach, 3rd 100cc Ex; 29. Les Tachiki, Bul, 7th Ltwt. Nov; 30. *David F. Horn, Hod, 3rd 100cc Nov.

*Denotes trophy





PERRIS NIGHT TT SCRAMBLES
Sat., Nov. 23, 1968

50cc: 1. Steve Nichols, Yam; 2. Scot Smith, Hon; 3. Paul Lambert, Yam.
100cc Novice A Moto: 1. Dough Mason, Kaw; 2. Bob Sanders, VT Yam; 3. Mark Bailey, Hon.
100cc Novice B Moto: 1. Randy Roettele, Hod; 2. Keith Miller, Hod; 3. Bob Babbe, Hod.
100cc Novice C Moto: 1. George Luther, Yam; 2. Toby Stanford, BS; 3. Whitney Blakeslee, Yam.
100cc Am. & Ex.: 1. Steve Speed, Yam; 2. Richard Sweeney, Kaw; 3. Gary Mc Kenzie, VT Hod.
200cc: 1. Andy Skeel, Tri; 2. Loyal Penn, Bul; 3. Wayne Whisenant, Tri.
250cc Novice A Moto: 1. Doug Mason, Yam; 2. Tim Abshier, Yam; 3. Boyd Mason, Yam.
250cc Novice B Moto: 1. Stu Cox, Bul; 2. Dan Kegler, Bul; 3. Chet Burt, Bul.
250cc Am. & Ex.: 1. Loyal Penn, Yam; 2. Butch Landguth, Yam; 3. Klyde Mc Gofast, Bul.
500cc Amateur: 1. Sandy Armstrong, Bul; 2. Ron Stinnett, BSA; 3. Jaoy Wahl, Bul.
Open Novice: 1. Perry Armstrong, Tri; 2. Bob Rudd, Hon; 3. Dean Mackelprong, Tri.
Open Expert: 1. Butch Landguth, Tri; 2. (tie) Tony Denius, H-D; Jim McClurg, Mai.

BUSHMASTERS MOTO-CROSS
OFFICIAL RESULTS
Beaumont, Cal., Sun., Nov. 24, 1968

By Rich Walden

100cc Class: 1. R. McLaughlin, 400, 400, 300–1100; 2. L. Cook, 300, 300, 400-1000; 3. J. Pavich, 225, 127, 169–521; 4. A. Feather, 95, 95, 225–415; 6. L. Roeseler, 127, 40, 95–262; 7. D. Groover, 53, 169, 1–223; 8. D. Shearer, 169, 13, 0–182; 9. J. Feather, 2, 53, 127–182; 10. J. Brown, 40, 71, 30–141; 11. D. Wambold, 17, 1, 71–89; 12. R. Shuttleworth, 73; 14. S. Cline, 2, 17, 22–41; 15. S. Bell, 1, 30, 1–32; 16. M. Brown, 30, 0, 1–31; 17. R. Gulledge, 1, 9, 17–27.
Lightweight: 1. 250 T. Rapp, Hus., 400, 225, 400–1025; 2. 250 R. Fry, Hus., 300, 300, 300–900; 3. 250 D. Smith, Hus., 225, 127, 225–577; 4. 250 J. Kopp, Yam., 2, 400, 1–403; 5. 250 G. Whitehead, Yam., 95, 53, 127–275; 1. 175 E. Roeseler, Sac, 1, 95, 169–265; 6. 250 C. Moore, Yam, 127, 2, 53–182; 7. 250 D. Grieve, Yam, 1, 169, 1–171; 8. 250 B. Riley, Gre, 169, 1, 0–170; 9. 250 E. Abbott, Yam, 71, 17, 40–128; 10. 250 L. Dobbs, Gre, 17, 30, 71–118; 11. 250 B. Harris, Hus, 0, 9, 95–104; 12. 250 D. Fletcher, Hus, 2, 71, 1–74; 2. 175 D. Flores, Pen, 53, 2, 17–72; 13. 250 R. Grieve, Yam, 22, 2, 30–54; 14. 250 B. Fletcher, Yam, 30, 1, 22–53; 15. 250 D. Ortega, Hus, 40, 1, 0–41; 16. P. Mailloux, Yam, 1, 40, 0–41; 17. 250 W. Burdine, Yam, 9, 13, 13–35.

FAMILY FUN WHEELERS
HARE & HOUNDS
Zillah, Wash.,
Sun., Nov. 24, 1968

By Marrin Foster

OVERALL	
Norm Kopp	Mai
Martin Kling	Yam
Dick Jagow	Gre
Ed Bauer	C-Z
Bill Stuth	Hus

OPEN CLASS	
Dale Richardson	Tri
Dick Clay	H-D
Tyke Gunglack	Tri
Bob Barton	BSA
G. Guemsey	Tri

500 CLASS	
Norm Kopp	Mai
Dick Jagow	Gre
Ed Bauer	C-Z
John Sweatt	Gre
George Wyse	Hus

250 CLASS	
Martin Kling	Yam
Bill Stuth	Hus
Larry Brooks	Yam
Tom Collins	Bul
George McNeely	Yam

200 CLASS	
Don Rhodes	Bul
Jim Mears	Bul
John Silvestri	Bul
Carl Rawe	Bul
Don Towne	Bul

RESULTS

CALIFORNIA INTERNATIONAL GRAND PRIX
Sunday, November 24, 1968

250 INTERNATIONAL	
Mike Lane	Yam
Ron Pierce	Yam
Tom Rockwood	Yam
Don Emde	Suz
Pat Hynan	Yam
Don Vesco	Yam
Mike Duff	Yam
Don Massey	Yam
Barry Provisor	Yam
Geoff Ryan	Bul

350 INTERNATIONAL	
Mike Duff	Yam
Dave Simmonds	Kaw
Tim Coopey	Yam
Jim Chen	Hon
Ken Edmondson	Kaw
Larry Shively	Hon

1000cc INTERNATIONAL	
Don Vesco	BSA
Jack Simmons	Nor
George Kerker	Nor
Mike Duff	BSA
Don Harms	H-D
Tony Murphy	Nor
Dusty Coppage	Tri
Bob Bender	Mat
George Roche	Hon
Buzz Buzzelli	BSA

50cc GP	
Pete Giordanengo	Hon
Don Wicks	Ital
Sid Chambers	Ital

100cc GP	
Rudy Galindo	Yam
Elliott Andrews	Yam
Stan Smith	Bri

125-175 GP	
Ken Greene, Jr.	PR Sp
Ralph LeClercq	Duc
Steve McLaughlin	Hon
Dave Scott	Yam
Pete Giordanengo	Hon
Rich Stuelke	Hon

250 GP JR.	
Rich Homer	Kaw
Larry Wakatsuki	Suz
Ken Smith	Suz

PRODUCTION	
50cc	
Hugo Chicon	Suz
100cc	
Pat Evans	Yam
175cc	
Ray DeLong	Kaw
Jerry Zernickow	Kaw
200cc	
Jack Hamey	Bri
Alan Gingerelli	Suz
Larry Wakatsuki	Suz
250cc	
Steve Scott	Bul
Walt Garnett	Suz
Dick West	Suz
350cc	
Jim Chen	Hon
Dave Allee	Hon
Alan Gingerelli	Hon
500cc	
Dick Martin	Suz
Kansas Annis	Hon
Jim McWorthy	Vel
1000cc	
Jerry Greene	Nor
Tony Murphy	BSA
Phil Makanna	Nor

ATTENTION DEALERS!

Get in touch with Bob Bailey at the address below or (213) 327-8538 if you want to help the Clyde Litch Benefit Fund by taking a bundle of 100 tickets to sell. See page 2 for story.

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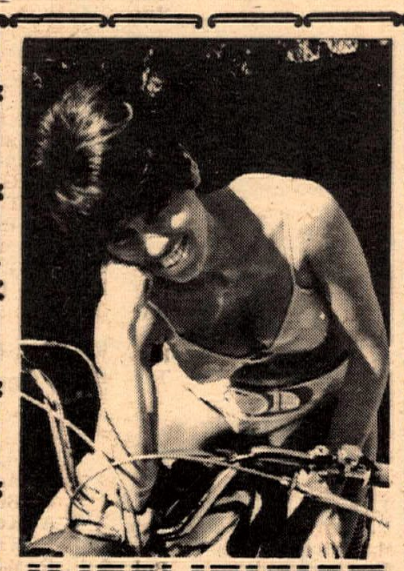
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Wineland Wins Finish the Funny Contest

Attention Rowan & Martin: If you ever need any new writers for your "Laugh In" show, just ask a Cycle News reader. Sixty-nine of them out there in newspaperland sent in joke lines to complete the cartoon in our latest Finish the Funny contest and every one of them could have a great career as a gag writer.

We thought this contest would really stump our readers, but once again your senses of humor came through with flying cackles and picking the winner wasn't as easy as getting through Obstacle #1 of cartoonist Jerry Barnett's cannibal course. When we told the business manager that we though all the entries deserved the prize in a 69-way tie for first place, she just laughed, So we went into a non-stop judging session for 72 straight hours and decided that the funniest one of all was sent in by Lynn Wineland, of Alhambra, California. To Lynn goes the first (and only) prize of $5 in inflated American currency, suitable for framing, spending or lighting fires with. His winning joke line appears in the cartoon balloon.

And just to show what a tough time the judges had, here are some of the runners-up:

"Oh, what the heck. It's only the Novice race!" Les Packer.

"Those Hells Angels are killing our fish!" Tom Hannan.

"Hope the boys in the state capital don't hear about this. They'll pass a law that we'll all have to wear shark repellant!" Jack Crotts.

"Having congressman Foran participate in order to understand us was a great idea! But maybe we should have let someone else lay out the course!" Don W. Allen.

"The competition committee got fed up with their old ladies demanding to be first on the card with their powder puff event!" Ken Gunn.

"Now that the Europeans have run the first race together, the championship eliminations will begin on a slightly different course!" Don Gutridge.

"I wonder what they're bitin' on!" John Pomo.

"As they say, Torsten, the fish bite good in the States!" Lee Moore.

"Last thing I heard the novice say was, 'I was first to the smoke bomb!'" Shirley Upp.

"Would you believe, those guys laid out the course!" Robert Briggs.

"If you think this separates the men from the boys, wat'll you see the downhill!" Peter J. Barnard.

"No sweat, Beiderbach. By the time they run the open class the pit should be full!" Warren W Burrell.

"Look at the ham smile, just as the Cycle News photographer comes over the hill!" Carl White.

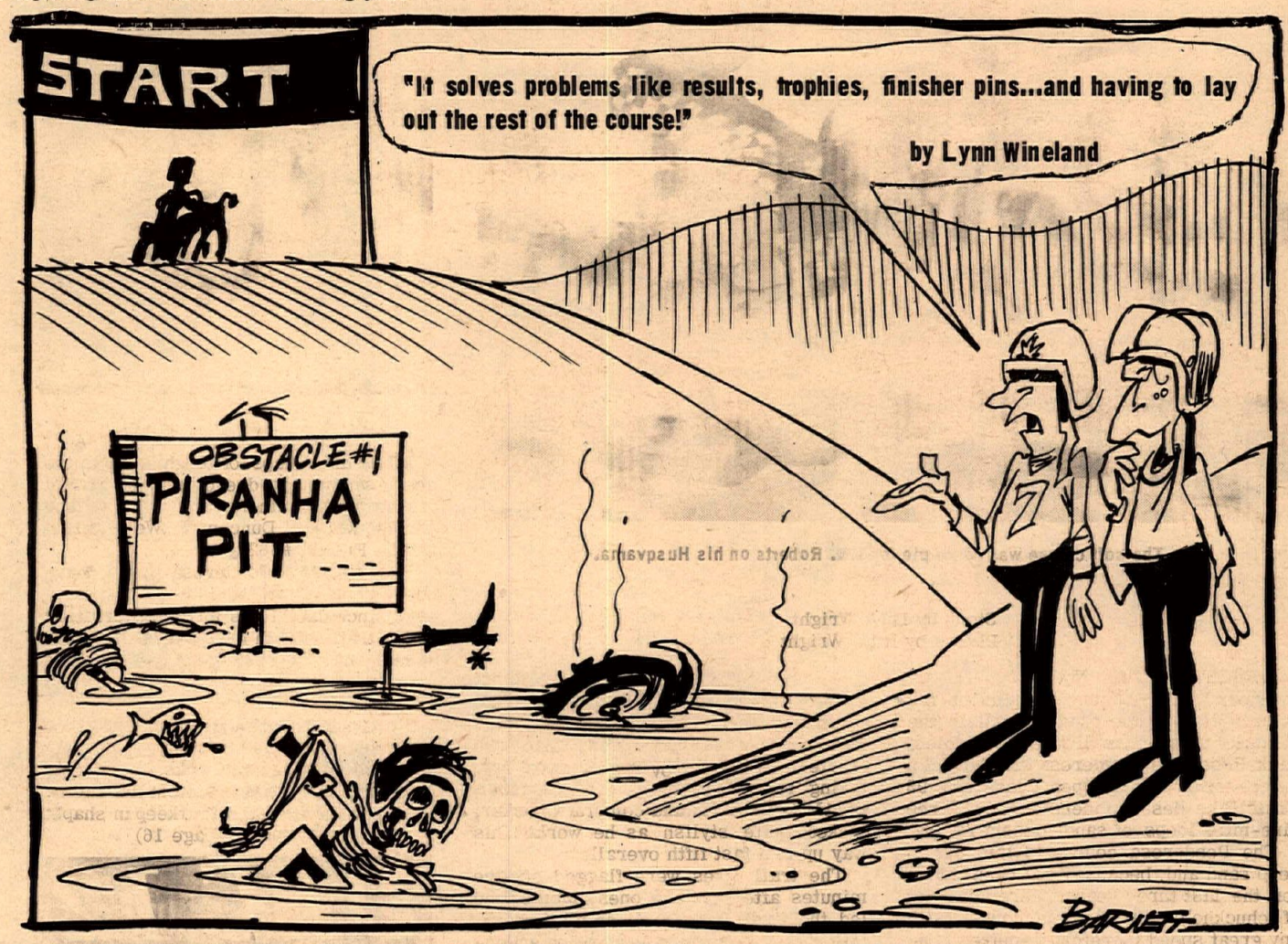
"I betcha the fish got some real good people stories about the big ones that got away!" Thomas P. Cody.

"That will teach them to jump the gun!" Judy Trib.

"I should get my mother-in-law to try this course!" Ken Klenkie.

"We figure it this way, Harry. Anybody makes it in, we know they cut the course!" Sharon Bouscher.

"It could be worse. If it weren't for the piranhas they'd be eaten up by those Hawgs!" Viola White.



★ TECHNICALITEZE ★

Always lubricate a new chain when you first install it, and squirt engine oil on exposed drive chains every 500 miles, say chain manufacturers. "Dry" drive chains wear faster under all conditions and sap horsepower.

(Got a technical tip we can pass on to other readers? If you know any facts, techniques, roadcraft or short-cuts that add to your motorcycle enjoyment, send them to TECHNICALITEZE, c/o Cycle News, Box 498, Long Beach, Calif. 90800. Cycle News will pay $1 to you for any tip that we publish in TECHNICALITEZE.)

JAWA WINS CZ

Inter-am Moto-Cross
Carlsbad, Calif.
Nov. 30 & Dec. 1, 1968
500cc Jr. Class
1st John Hately – CZ
riding a 250cc CZ

250cc International
2nd Joel Robert – CZ
4th Roger DeCoster – CZ
riding CZ 250cc machines

500cc International
2nd Joel Robert – CZ
riding a 360cc CZ

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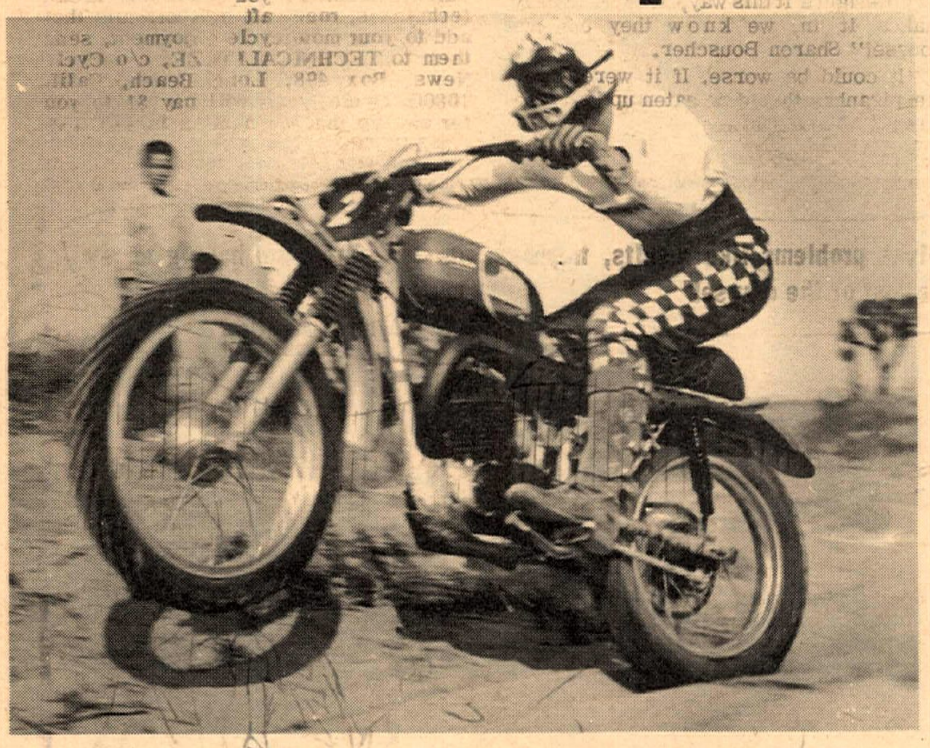

The soft course was apple pie for J.N. Roberts on his Husqvarna.

Story by Dick Wright
Photos by Rick Wright

LANCASTER, Cal., Nov. 24 – Desert romper J.N. Roberts, mounted on his trusty Husky, took first overall in the 27-mile Ponderosa Hare Scrambles. Jack Ross, the Ponderosa kid, hosted a large entry of 126 Open Class and 93 Trail Bike desert riders for the three nine-mile loops of sandy desert racing.

The Ponderosa course is laid out in deep sand and, because it has been ridden for the last three years, there are a lot of chuckholes. Riding this course with any great speed therefore requires considerable experience and class, not to mention a good, strong pair of legs.

Roberts led from start to finish with Lynn Fortner, #506, also Husky-mounted, taking second spot, L. Burns, #22P, moved up through the pack to third. 250 amateur M. Popovics had a good day, taking fourth overall. James Camaret, #111MX, the wild and colorful Checker, looked quite stylish as he worked his way up to a fast fifth overall.

The trail bikes were flagged off five minutes after the big ones. Monte Lee led the first lap around on his Hodaka, followed by R. Duncan, #999, on a Penton and Jeff Wright, #76, on another Hodaka.

Also on Husky, D. Mennott, #135, was 35th.

After three laps of tough going in the deep, sandy hoop-dee-do's, Lee brought his hot Hodaka in for the win. In close pursuit were R. Duncan, T. Wells, #161, and R. Fuller, #662.

The monthly Ponderosa races have been a blast for the last three years, ever since Jack Ross found the territory while trailing with his friends. He made a deal with the restaurant owner to use the area and camping facilities for the monthly desert events.

It's a safe course to ride because of the deep sand. The starts are relatively slow and there are no rocks. It is a good place for the beginner to cut his racing teeth and for the old salt to keep in shape.

(Results on page 16)

DEC. 12
See page 17

Dick Wright followed Mennott in on his new Greeves.

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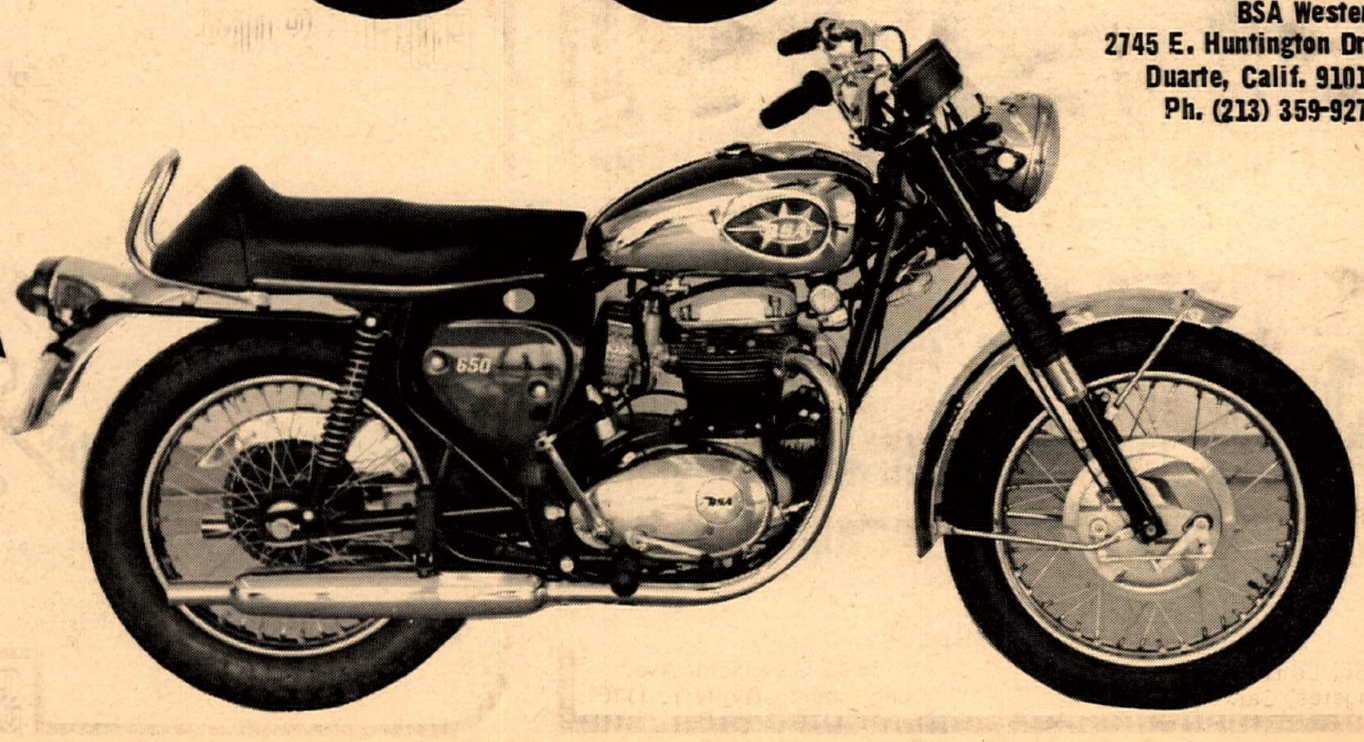


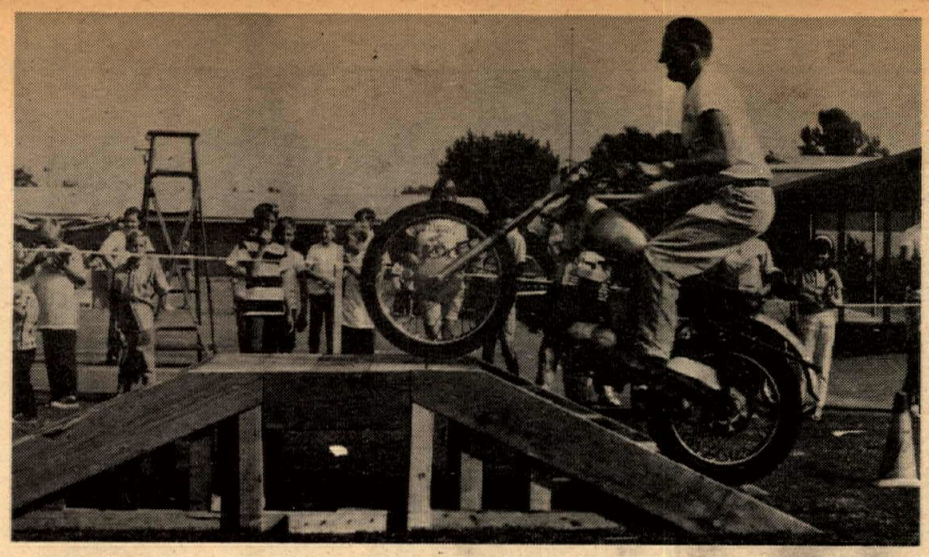
Showing Skills to Public (and Parks Director), Two Riders Hurt

By Carrol Stone
Photos by Bill Haines

LA MIRADA, Cal. – The Southern California Trials Association recently demonstrated motorcycle skills at the Escalona elementary school carnival.

They rode on a teeter-totter, some cones, a few horizontal ladders, a telephone pole, and an up and down staircase, all built by rider Duane Stone. This was as close as they could come to showing real "trials traps" – sand, mud, hills, tight turns, rocks, cliffs, steep down hills, tree trunks, and other seemingly insurmountable objects found on these runs.

In addition, wheelies were executed by Lee Rombeau and Gary Barton. On one unsuccessful early morning wheelie attempt Duane Stone discovered that wheelie plus wet grass equals bent fender.



Forrest Wilson shows the kids how to go up the down staircase, then down the up, then...

Later in the afternoon the scene was visited by a helicopter from the Sheriff's Office. School officials asked SCTA members if they would assure the children's safety by policing the landing area. They obliged by circling the helicopter on motorcycle in their club shirts of red, white and blue. A little showmanship for the folks.

Unfortunately, Gary Barton fell when riding on the log. It left him with a serious leg fracture. Gary was apologetic, but the real embarrassment was reserved for the Rescue Squad. They'd been practicing on a dummy all day long in front of the kids. But when confronted with a real live patient they found out they'd left the proper leg splints behind.

They persevered, using the supplies available.

Wayne Fry fractured a finger while descending the staircase.

One of the spectators was Doug Thamer, Director of State Parks and Recreation. Concerned as we all are with the loss of motorcycle riding land, he held particular interest for riders of the carnival.

The SCTA has been kicked out of three local areas in the past three years, half of what was available. This is the man who can open up new trials areas. It is up to motorcyclists to convince him that we are responsible people who respect public land.

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Harley-Davidson Merges with AMF

American Machine & Foundry Company will exchange 877,671 shares of its stock for all the assets and business of the Harley-Davidson Motor Company. AMF is perhaps best known for its the automated bowling pin setters. Its 1967 gross earnings were $512 million. H-D's revenues for the 1967-68 fiscal years were $45.5 million.

The merger was approved by the H-D board of directors and will be submitted for approval at a special meeting of H-D stockholders.

Harley-Davidson would continue to be operated under its present management as part of AMF's recreational product group, said William H. Davidson, president of H-D.

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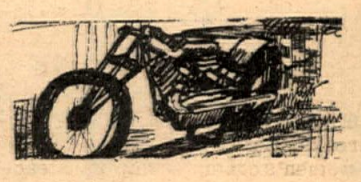

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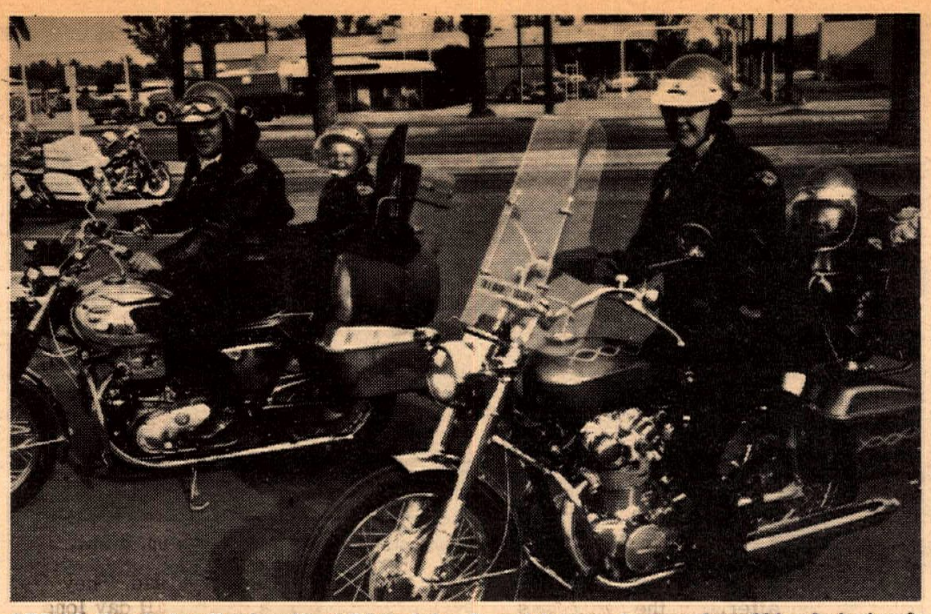
No Brawls in Brawley, Cattle Call Riders Leave 'Em Grinnin'

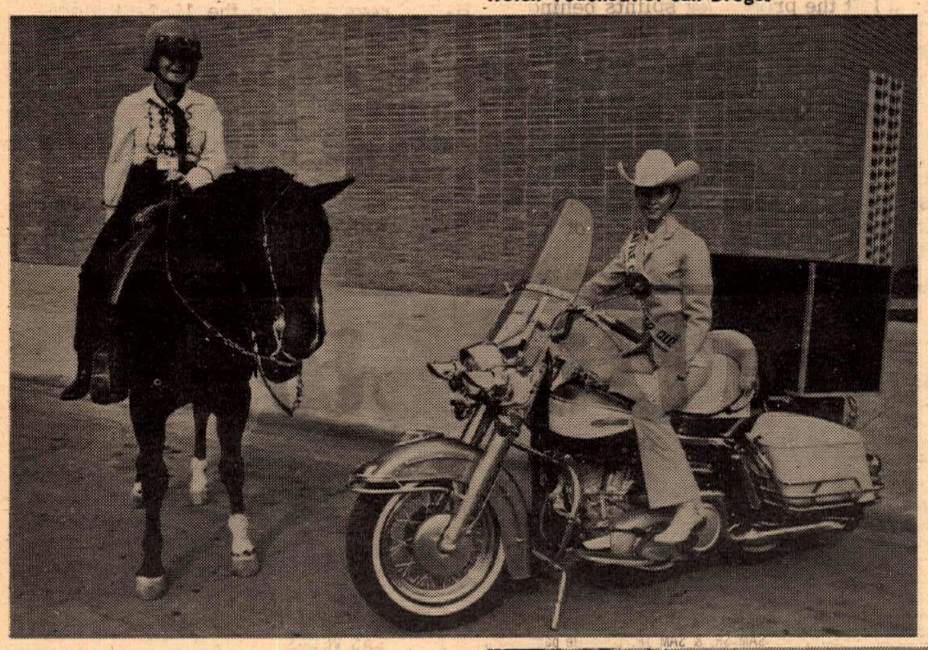
By Bill Harmer

BRAWLEY, Cal., Nov. 23 & 24 – About 300 "signed-in" cyclists and an additional estimated 200 "tag-alongs" converged on this Imperial Valley town of for the Mary's Men's first annual "Brawley Cattle Call and Motorcycle Road-E-O".

Shortly after the check-in booth was opened in the Chamber of Commerce building, motorcyclists began arriving on their beautifully groomed machines from all parts of California, Arizona and Nevada. They Gypsy Wheels, M.C. of



ABOVE: Max & Ann Norris with children John, 5, and Jeanne, 2, came from China Lake to win "Best Dressed Family" award. BELOW: Cattle Call Queen Sherry Harwell trades mounts with Helen Teachout of San Diego.



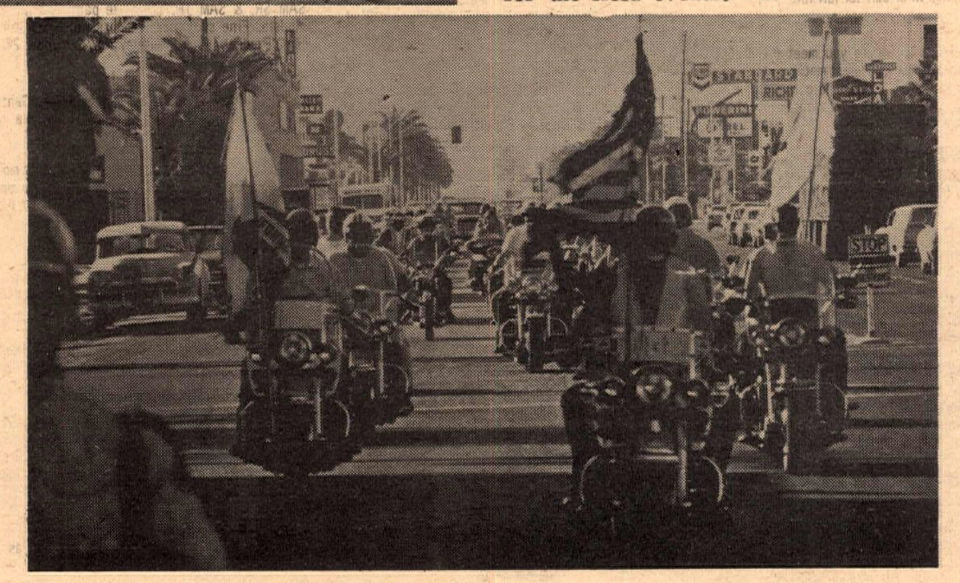
Ridgecrest, Cal. logged 265 miles. The smartly-uniformed Oxnard M.C., riding some of the most striking custom-painted machines ever seen in one group, posted 270 miles. But it was ten-member contingent of Valley Vagabonds from Phoenix, Arizona (annual Grand Canyon tour hosts) who claimed the long distance club trophy – with 271 miles, coincidentally curious as that figure may be.

While the coastal cities suffered cold damp foggy weather the road riders were hit with beautiful weather in the high 80's.

Brawley is a community of 15,000, 117 feet below sea level in the heart of the world's largest cattle-feeding area. For years it has been famous for its Imperial Valley Rodeo and Brawley Cattle Call, attended by 40,000. This hoop-de-doo boasts one of the country's largest equestrian parades through the city streets.

Partly because of the slow pace of the horse parade but also due to other distasteful inconveniences that must be endured when following horses, the motorcycle part of the annual celebration is scheduled two weeks after the cow and horse wing-ding.

The shops still hadn't replaced their displays of flaming pink or lime green riding togs. Many a girl bike rider picked up a bright pair of riding breeches.



Parading through the friendly town.

All over town the wining and dining places were packed as motorcyclists tried to out shuffle swarms of pheasant hunters for available tables.

Prior to the actual tour it was evident that apprehension was the common feeling among the townsmen. It wasn't until the end of the first day – with the hotels full and the merchants putting on happy faces because there wasn't any sign of the disorder they expected – that the Chief of Police took to the P.A. system and welcomed the motorcyclists, saying he hoped they'd all come back next year and bring their friends.

The feast of good-old pit barbecued beef and beans may have been the finest feed this year. Afterwards everyone gathered in the Bank of America parking lot on the town square for the trophy presentation and street dance. Handing out 125 or so impressive teak wood based trophies was Brawley's official hostess and Queen of the Cattle Call Rodeo, Sherry Harwell. Sherry is a 19-year-old Imperial Valley College Freshman majoring in art and design. This red-haired daughter of a dairyman and former 4H clubber has parlayed a make-shift bunch of Mexican steers into a 344-head prime herd.

Sherry has a 50cc Honda but prefers her mare "Petunia" for the job of herding her cattle (and why not?) She may be a farmer's daughter but...

Sunday morning the police closed off one block of their wide downtown street for the field events. The crack Ace of Clubs drill team had given the townspeople a foretaste of what was to come on the previous afternoon.

After such a successful spawning, the Mary's Men's tour should be able to take its place beside the Death Valley tour and the Indio run as a must on the autumn touring calendar.

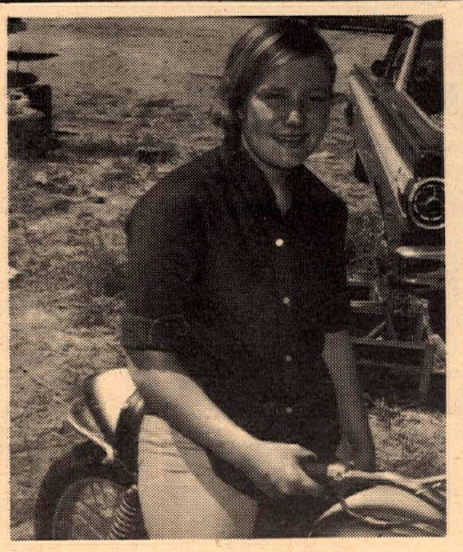
(Results on page 16)

Half-Minute Interviews

By Bill Harmer

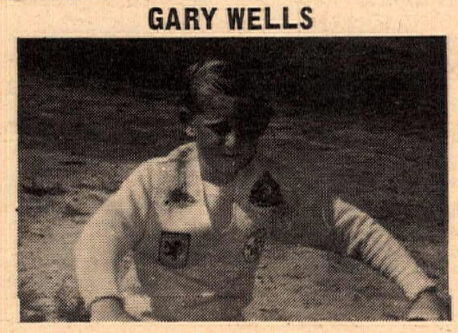
DEBBIE JACKLINE

DEBBIE JACKLINE, a 17-year-old Fairoaks, Calif. High School junior, is the women's championship point leader in District 36. She races her little Kawasaki at Sacramento Speedway, at Lodi or anywhere else that her father-tuner will take her for her favorite sport. She has been riding motors for about 4 years, won her #1 plate for the first time last year and barring misfortune, will repeat this year. In her leathers and helmet and astride her mount out on the track she displays a slam-bang style of riding with no holds barred. Her dad, who watched her lead the early laps of the 100cc Gran Prix only to spill and fall a lap behind, is not convinced that his Debbie is not



the top woman racer in the West and is planning on taking her to Washington to contest the champ. In the meantime Debbie doesn't care where she goes just as long as she can ride her bike.

GARY WELLS



11-year-old GARY WELLS is a 6th grader at Manch Grammar School in Las Vegas, Nevada. He has been racing motorcycles for about 18 months having evolved into the sport from go-kart racing. He has captured 6 first place trophies and 2 seconds on his little Bridgestone which his father tunes and maintains for him. He is a very spectacular jockey and had the distinction of leading the Novices for the first 5 laps of the 100cc Gran Prix. Gary's Dad and Mom, of course, accompany him on all of his outings and are understandably proud of their young speed merchant.

RONNIE RALL FLIES ON A BENELLI

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DEC. 12
See page 17

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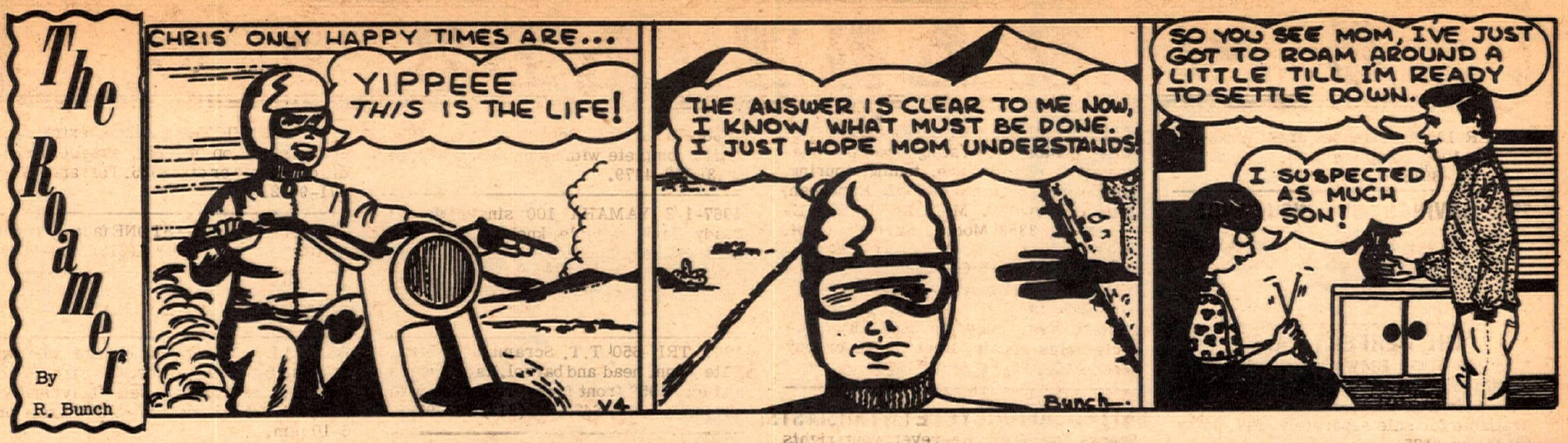

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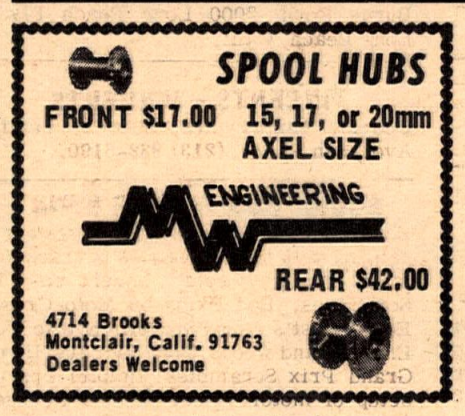
Next Week in Cycle News:

What do you give someone who has everything? We can't help you there. But Cycle News Suggests will have five pages of ideas for someone who has a motorcycle, with pictures even.

ONLY TWO MORE ISSUES TIL VACATION! — So long then, from Cycle News.



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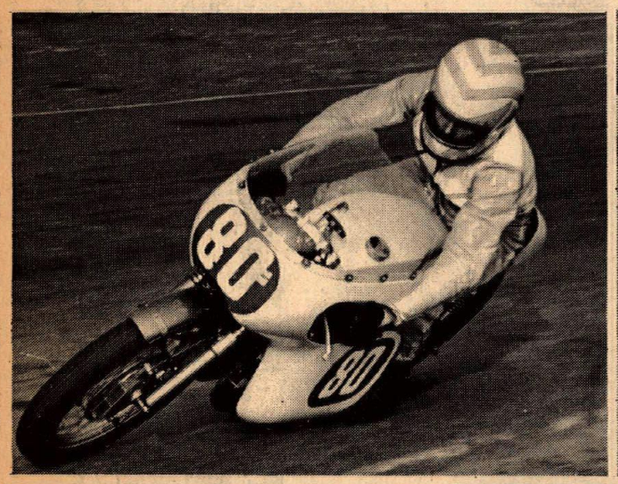
we didn't win every race in 1968 just these:

WINNER:

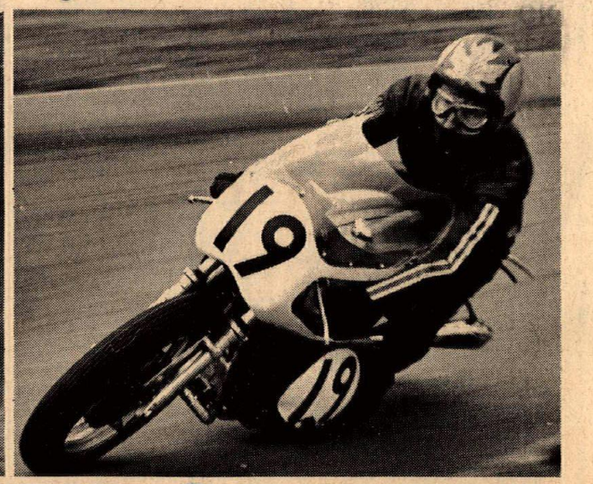
250cc Grand Prix International Class
Orange County International Raceway
Nov. 24, 1968
Yamaha takes 8 of first 10 places



Mike Lane

WINNER:

350cc Grand Prix International Class
Orange County International Raceway
Nov. 24, 1968



Mike Duff

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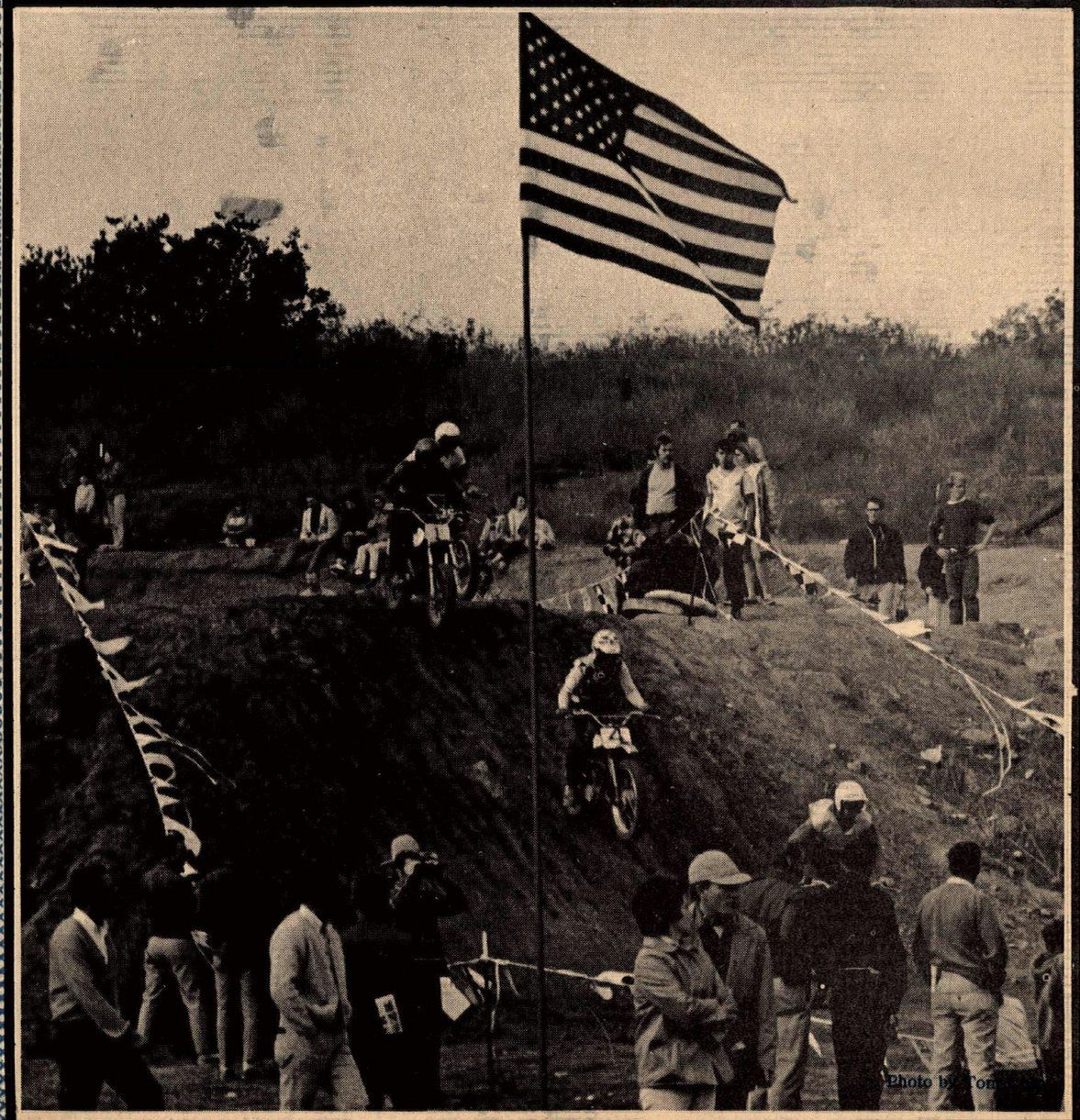

Photo by Tom